

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 261



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Above seen the Bonn & Mees tug Jan Leenheer (ex Eerland 26)
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EVENTS, INCIDENTS & OPERATIONS



Svitzer's Ocean Towage's **SINGAPORE** seen arriving in Cape Town – Photo : Aad Noorland ©

Mid-East tanker rates up on expected demand

Rental income from shipping Middle East crude to Asia rose for the first time in six days as oil companies began to make cargo bookings for next month amid speculation demand will increase and boost rates. Returns from the industry's benchmark Saudi Arabia-to-Japan voyage, the busiest route for supertankers, climbed 6 per cent to US\$8,259 a day, according to the London-based Baltic Exchange. Rates, which fell to a one-month low yesterday, are down 79 per cent this year.

'We believe that tanker rates will improve meaningfully from the current trough as Western refineries emerge from fall maintenance and ratchet up demand for winter-heating oil runs,' Jonathan Chappell and Darren Hicks, New York-based analysts with JPMorgan Chase & Co, said yesterday in a report. 'We forecast a strong seasonal rate recovery driven by demand.'

Charter rates as measured in industry-standard Worldscale terms gained 0.9 per cent, the most in almost a month, to 47.19 points on the benchmark voyage, according to the exchange. On Tuesday, the level was at its lowest since November. Worldscale points are a percentage of a nominal rate, or flat rate, for more than 320,000 specific routes.

Flat rates for every voyage, quoted in US dollars a tonne, are revised annually by the Worldscale Association in London to reflect changing fuel costs, port tariffs and exchange rates. Investors should buy forward freight agreements tied to fourth-quarter shipping rates on the Saudi Arabia-to-Japan route, Pareto Securities AS said in a report.



The **UNITED HONOR** seen westbound in the Singapore Straits – Photo : Piet Sinke (c)

'The VLCC market bottomed this week the last year; stay ahead of the curve,' Pareto said in a report, referring to supertankers, or very large crude carriers. The Baltic Dirty Tanker Index, a wider measure of crude-oil transportation costs, declined 0.1 per cent to 689 points. Rental income from suezmaxes, with a carrying capacity of one million barrels, dropped 12 per cent to US\$6,376 a day.

Aframaxes that transport about 600,000 barrels of cargo retreated 2.1 per cent to US\$4,975 a day. With vessel supply still 'far exceeding' demand and with reports that more supertanker operators sidelined vessels, rates may 'linger at below US\$15,000 a day until mid-October,' Martin Sommerseth Jaer and Erik Nikolai Stavseth, Oslo-based analysts with Arctic Securities ASA, said in a report yesterday before the latest data. 'October cargoes hit the market yesterday, but rates continued to decline.'

The global crude-oil tanker fleet will expand 4.4 per cent this year and another 6.8 per cent in 2011, DnB NOR Markets said in a report yesterday. Supertankers need US\$11,601 a day to pay crew, insurance and other running costs, according to London-based Drewry Shipping Consultants Ltd. Frontline Ltd, the largest supertanker operator, has said it needs US\$30,900 a day to break even on its vessels, including financing costs. The company said on Aug 4 it was anchoring ships after charter rates slid. Source : Bloomberg

Nederlandse Kaap Hoorn-vaarders

De Jaarbijeenkomst van de **Stichting Nederlandse Kaap Hoorn-vaarders** vindt dit jaar plaats op **17 oktober** a.s. in de Oosterkerk te Hoorn. Het programma staat in het teken van het 25-jarig bestaan van de Stichting en van de presentatie van het onderzoek '**Reizen rond Kaap Hoorn onder Nederlandse vlag**'. Voor meer informatie hierover zie website www.kaaphoornvaarders.nl , rubriek evenementen.



The **MSC BARBARA** seen enroute Antwerp – Photo : www.tugspotters.com (c)

SIRI MARINE	Motion Monitoring Services www.sirimarine.nl	 Heavy Transport/ Heavy Lift
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First shipment of Norilsk Nickel's cargo to China along the NSR

For the first time MMC Norilsk Nickel PJSC has sent its diesel-electric ship Monchegorsk to deliver the company's cargo to China through the eastern part of the northern shipping lane along the route Murmansk-Dudinka-Busan-Shanghai, the press service said. According to the company this is the shortest lane for transportation of Norilsk Nickel products from its production places to consumers in Southeast Asia. The ship is expected to be sailing from Dudinka to Shanghai for 19-20 days (vs 60-65 days along the alternative route through the ports in Europe and the Suez Canal).

On the way back, NN plans to transport from Shanghai to Dudinka the materials needed by the company and consumer goods for the locals of Norilsk industrial region. The company has been hatching the idea of transportation of the NN's steel products to promising markets of Southeast Asia since 2005 while the company was designing its own icebreaker fleet. The implemented five years ago technical capabilities (Ice Class ARC7) allow the ice-class vessel to carry Norilsk Nickel's cargo to consumers along the most unfriendly Northern routes. Today, MMC Norilsk Nickel owns and operates 5 ice-class ARC7 cargo ships - the Arctic container carriers, such as the **Norilsk Nickel**. The propulsion system of Azipod type allow the vessels to sail in the most severe ice conditions. MMC Norilsk Nickel PJSC is a diversified mining and metal producing company, a leading global producer of nickel, palladium, platinum, cobalt, copper and rhodium. The company specializes also in mining of gold, silver, iridium, osmium, selenium, ruthenium and

tellurium. The Company's facilities are based across the world, operating in Russia (Norilsk Industrial Area and Kola Peninsula), Finland, USA, Australia, Botswana and South Africa. **Source : PortNews**

Griend brengt de Jason binnen.

Woensdag 15 september om 11.36 uur werd de bemanning van de **Griend** van KNRM station Ouddorp binnen, door het Kustwacht Centrum gealarmeerd voor een vastgelopen kajuitjacht in de buurt van de G 30 op de Grevelingen.

Na contact met de Kustwachtpost Ouddorp bleek het te gaan om een kajuitzeiljacht van 7,60 meter met 2 personen aan boord wat tussen de G 25 en G 26 aan de grond zou zitten. Met de reddingboot **Griend** werd uitgevaren naar de opgegeven positie en daar aangekomen werd niets aangetroffen. Een goede mijl verder voer wel een jacht onder zeil. Dit bleek de **Jason** te zijn. Er werd navraag gedaan en het bleek het betreffende jacht te zijn. De motor was gestopt nadat ze uit zichzelf waren losgekomen. Zij moesten naar Brouwershaven toe maar omdat dit recht tegen de wind in was durfden zij niet alleen op zeil de haven in. Er werd een sleepverbinding gemaakt en het jacht werd in de haven afgeleverd waarna een monteur de motor na zou kijken. De **Griend** keerde hierna terug naar station.



The **EENDRACHT** and **STAD AMSTERDAM** seen moored in Rotterdam
Photo : Michel Kodde – www.maasmondphoto.nl (c)

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Three vessel attacked in Cameroon – Belgian, Ukranian and US

There were news on Belgian dredger **Amerigo Vespucci** attacked by bandits in Cameroon waters near Duala on September 12, two crew, Philippine and Croatian, were abducted. On September 15 there were news reporting three attacks by the same gang in one place on September 12, three vessels were looted and in total, 6 foreign seamen were abducted. In those news another attacked vessel was named as – US-owned Supply vessel **Marilyn McCall**, but nothing about third vessel. On September 16 I was contacted by Ukrainian TV who told me, that they got a phone call from relatives of the crew of general cargo **Salma**, as they're afraid that vessel could be among attacked. I checked what I could and found, that it's highly probable. m/v **Salma** IMO 7382469, dwt 2906, built 1975, flag S-Kitts, owner Sea Partners Maritime Odessa Ukraine, crew all Ukrainian or mixed Ukrainian-Russian. Question still remains – who were abducted sailors, from what vessels and of what nationalities? We know 2 from Belgian ship, we know nothing about the other four. **Source : Voytenko Mikhail**



The **FORTUNA** seen approaching Willemstad (Curacao)

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

Not 2, but 6 foreign seamen were abducted on September 12 in Cameroon waters

A total of six foreign sailors instead of two were taken by unknown gunmen off the coast of Cameroon in the latest kidnapping in the Central African country, according to a Customs official. Two sailors including one Filipino and Croat on board a ship were kidnapped on Sunday night off the port of Douala, Cameroon's economic capital, an army officer from Douala initially told Xinhua. The two men were reportedly sailing in a dredging ship The **Vespucci**, which was flying a Luxembourg flag and chartered by a Belgian company Jan De Nul. "The six sailors were kidnapped from two different ships," a Customs official from Douala told Xinhua on Tuesday without giving details on the identity of the four other hostages. No ransom demands have been made. The Cameroonian authorities have not yet released an official statement. "If we say that they were Nigerian pirates, that will mean that the country has been invaded. This is because any time when the ship is within our waters, our military is supposed to be alert," the Customs official said.

Comment: I found out name of another vessel stormed by bandits, it's Supply vessel **Marilyn McCall** IMO 8964707, grt 279, built 1997, flag Vanuatu, owner Seacor Holdings USA. **Source : Voytenko Mikhail**

CASUALTY REPORTING

Tourist boat crashes in Greece

A Turkish-flagged catamaran tourist boat with 213 passengers on board crashed into a dock on the eastern Aegean island of Kos on Wednesday, seriously injuring five passengers and leaving another 20 with lighter injuries, authorities said.

Most of those injured were British tourists, the Merchant Marine Ministry said. It did not immediately have further details on the cause of the accident, which occurred as the boat was attempting to tie up at the main port of Kos, but said the weather in the area had been good.

The injured were transferred to a nearby hospital on the island. Kos, which lies near the Turkish coast, is a popular destination for day-trippers from Turkey. **Source : Sapa-AP**



NAVY NEWS

HMAS Tobruk sailors pause to remember lost WWI submariners

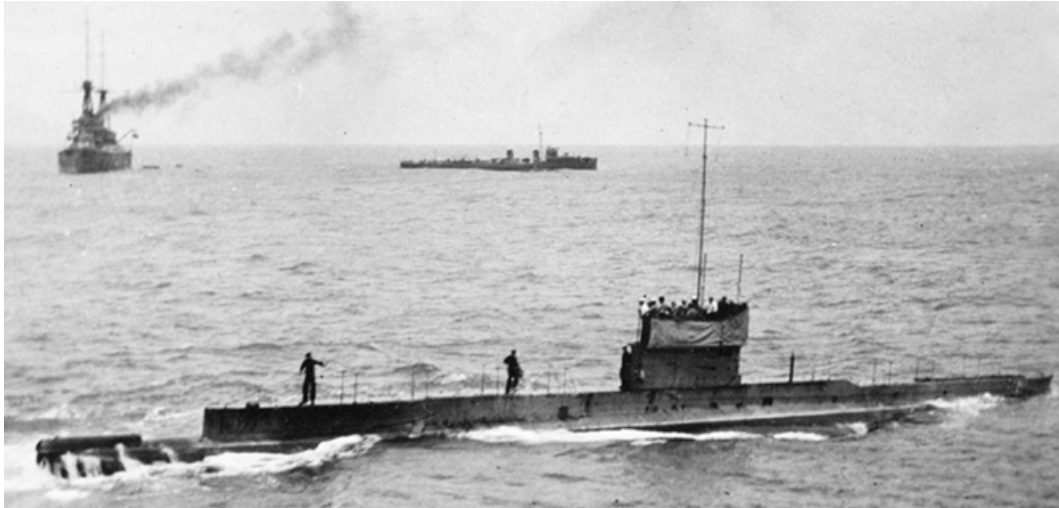
HMAS Tobruk Ship's Company and embarked forces have commemorated the 96th anniversary of the loss of Australian World War I submarine **AE1** and its 35 man crew on 14 September 1914, by laying wreaths at sea.

The ceremony was held on 11 September as **Tobruk** passed through the last known position of the **AE1**, following a recent deployment to Rabaul, Papua New Guinea as part of Pacific Partnership 2010. "The opportunity to honour these sailors so close to their last known position was a special event for the Australian Defence Force personnel onboard **Tobruk**, said Commanding Officer, Commander Paul Scott. "The men of **AE1**, along with the sailors and Officers of **AE2** had completed the longest journey ever conducted by a Submarine at the time when they delivered the newly built boats to Sydney from England. Not long after, the crew of **AE1** was sent to Rabaul as part of Australia's World War I effort against the German Pacific Fleet: where they went missing," Commander Scott said.

"The sea remains an unforgiving, dangerous environment, even more so during war. The chance to honour our first generation of Submariners in this way is particularly poignant; their exact location may be unknown but their contribution and sacrifices will not be forgotten." The memory of the tragedy is especially hard for the families of the lost submariners said **AE1** Incorporated spokesperson Dr Kathryn Spurling. "For generations of relatives of the 35 crew

there has been no closure. We need to honour these men for their service and sacrifice and this means finding **AE1** and resolving how they died," she said.

"The disappearance of **AE1** was Australia's first naval tragedy and the 96 year old mystery remains unresolved." Dr Spurling said. Dr Kathryn Spurling, from the UNSW and Australian Defence Force



Academy, is available for interview on the **AE1**. Source : Garry Luxton / defence.gov.au

Egypt Puts American Sonar On Their Chinese Ships To Seek Israeli Subs From Germany

The U.S. is selling Egypt a towed array sonar system, for \$23 million. The three ton LFATS (Low Frequency Active Towed Sonar) system is compact and can be carried by small warships (large patrol boats or corvettes) and is very good at finding quiet submarines in shallow coastal waters. Egypt plans to equip its Chinese made patrol boats with the new system.

Although a defense system, sometimes towed arrays can have offensive use. In June, 2009, an American destroyer, while training off Subic Bay in the Philippines, had its towed sonar array collide with a Chinese submarine. The U.S. Navy did not reveal if the American ship had detected the sub before the collision. If the array was not activated, its sound (sonar) detectors would not have detected the sub. The Chinese admitted the sub was one of theirs, and the boat was apparently following the American ship unaware that a sonar array (which usually operates over a hundred meters beneath the surface, and up to two kilometers behind the ship towing it) was there. Source : Strategy Page

Without Trident we may as well scrap the nuclear deterrent, says Sir Jock

Britain's nuclear deterrent might as well be scrapped if the Government downgrades a replacement for Trident, the outgoing head of the armed forces has said. Air Chief Marshal Sir Jock Stirrup said that without having a nuclear submarine continuously at sea, "you are better off having zero".

He added: "Spending money on a less-than-minimum credible deterrent makes, to me, no strategic sense at all."

Sir Jock was giving evidence yesterday to the Commons Public Administration Committee, as senior Tories reacted with alarm to speculation that the Government was to delay a decision on replacing the four missile-carrying submarines until after the General Election in 2015. The move could ease the pressure on the over-stretched budget and ease political tensions within the Conservative-Liberal Democrat coalition. The LibDems have been pressing for a cheaper

alternative to Trident but, during a visit to the Scottish Parliament yesterday, party leader and Deputy Prime Minister Nick Clegg insisted no decision had been taken.

He said: "I'm not going to start second-guessing a decision, or various aspects of it, until it's taken. Mr Clegg said the two parties in the Coalition had been "open about the fact that we come at this issue from different directions".

He added: "There are issues of principle at stake, of strategy, but also of finance and it's quite clear that the money for any renewal of Trident will come from within the Ministry of Defence's own budget. This is a decision which we need to look at very closely. But we haven't decided on it just yet."

SNP defence spokesman Angus Robertson said that if reports of the delay were true "it would be the first sensible spending decision of the UK Coalition Government". But he added: "It still leaves us with the decision to be made, and the fact billions will still be spent on the current system.

"As well as being strategically redundant, Trident is financially unaffordable – putting an enormous squeeze on those necessary and productive defence resources which support vital jobs and skills in the Scottish economy."

Asked whether Prime Minister David Cameron shared Sir Jock's view that the only credible deterrent was to have a submarine continuously at sea, a spokesman said: "The Prime Minister has made his view known on this. We are committed to an effective nuclear deterrent." Conservative MP Bernard Jenkin, a former defence spokesman and chairman of the Commons committee, warned that any postponement would be unacceptable to the Tories.

He said putting off the "main gate" decision would increase the long-term costs and cast doubt on the Government's commitment to maintain the nuclear deterrent. Another Tory, Julian Lewis, demanded a statement from Defence Secretary Liam Fox, branding the prospect of a delay as a "breathtaking betrayal". But the chance that there would be a delay was welcomed by the former LibDem leader Sir Menzies Campbell, who said it would provide an opportunity to take another look at other weapons systems. He said: "We are in the middle of a wholesale defence review. You simply cannot proceed upon assumptions that had their origin in the Cold War."

A YouGov poll showed that 80% of LibDems believe the Strategic Defence and Security Review should look at alternatives to the replacement, while 14% believe it should not and 7% don't know. Labour leadership contender Ed Miliband said the row underlined the political weakness of the Coalition. He said: "This decision looks worryingly like a Government putting off the difficult political choices because they are too weak and too divided to take them, rather than showing the leadership and strength to make tough choices in the long-term interests of our country."

First Minister 'failed to raise carrier fears'

FIRST Minister Alex Salmond has been accused of a dereliction of duty after meeting Deputy Prime Minister Nick Clegg but failing to raise fears over the future of the two aircraft carriers being built on the Clyde and at Rosyth.

The two men had a breakfast meeting at the Scottish Parliament before going on to meet the Pope at the start of his state visit. Asked if the carriers and their possible cancellation had been discussed, Mr Clegg said: "No, we didn't talk about that specifically."

John Park, the MSP whose constituency includes Rosyth, said it was "an astonishing dereliction of duty". But Deputy First Minister Nicola Sturgeon accused Labour of an "outrageous and misleading attack". She said: "The Strategic Defence Review, which encompasses the carrier contracts, as well as the future of RAF bases and the whole defence footprint in Scotland, was the first issue discussed." **Source : Herald Scotland**

HMS Kent docks at Dover

The Royal Navy ship **HMS Kent** will be docked in Dover for the next four days. The Type 23 frigate's four-day stay started today, when she docked at Cruise Terminal 2 at 9am, after which commanding officer, Commander Nick Cooke-Priest, will make an official call on the town's mayor. During the afternoon, various local schools, colleges and organisations will be given organised tours of the ship, before the day is rounded off with a reception for invited

guests. Among the local organisations and schools involved in the programme of tours are TS Kent (Sea Cadets), Ripple Vale School, Pent Valley School, Demelza House, Duke of Yorks Royal Military School and Dover Athletic FC.

Tomorrow (Friday, September 17), will bring a packed schedule of tours for invited groups, and rounds off with a dinner organised by in support of its affiliated charity Demelza House. On Saturday, September 18, the Royal Navy frigate will throw open her gangway for members of the public to come on board and have a look around.

Between 10am and 3pm, those interested can go along and enjoy a tour of the ship, chat to members of the ship's company and learn more about the Royal Navy and life at sea. Commander Cooke-Priest said: "It is a great honour to bring **HMS Kent** into her affiliated town after a gap of several years. "It gives the ship an excellent opportunity to renew our links with this great seafaring town and thank all for the support that we've received. "We really hope that local people, who are always very supportive of us, will come along and see the ship for themselves. "I'm also delighted we will be able to conduct a number of tours for local school pupils, college students and youth organisations and look forward to bringing the ship and the wider Royal Navy to life for them during their time on board."

The Type 23 frigate is the mainstay of the modern Royal Navy fleet, with the ability to operate anywhere in the world.

They were originally designed for anti-submarine warfare, but they have evolved into multi-purpose ships and their effectiveness is enhanced by their stealthy design, reducing their radar signature significantly. In addition to warfare roles, these ships also conduct embargo operations using boarding teams inserted from the ship's boats or helicopter, disaster relief work and surveillance operations.

The current **HMS Kent** is the twelfth ship to bear the name. The ship was built by BAE Systems at Scotstoun on the Clyde, Scotland, and was launched in May 1998 by her sponsor, HRH Princess Alexandra. **HMS Kent** is the 14th of 16 Type 23 'Duke' Class Frigates, was commissioned on 8 June 2000 and is based in Portsmouth. **Source :** [yourcanterbury](#)

Bulava launches coming up

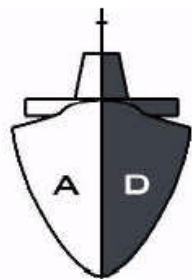
Should the upcoming three test launches of the Bulava missile fail, consequences will be dire, Russian Minister of Defence Anatoly Seryukov confirms. mAs previously reported, the test launches of the hi-tech missile will take place in "the last part of September". During his visit to the USA this week, Minister Serdyukov confirmed that the test launches definitely will take place. They will be launched one after another, he underlined, RIA Novosti reports.

The launches have been postponed several times. Originally, they planned for mid-August this year. Expectations are big ahead of the launches. Only five of a total of 12 previous tests have been successful. The latest (failed) launch was conducted from the Barents Sea in December 2009.

-If the upcoming test launches will be unsuccessful, we will have to change the whole production and control system, Serdyukov told the news agency. **Source :** [BarentsObserver](#)

SHIPYARD NEWS

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Lockheed Martin team submits LCS bid

The Lockheed Martin-led industry team submitted its final proposal revision for the Littoral Combat Ship (LCS) fiscal year 2010-2014 contract to the U.S. Navy yesterday. In addition to Fincantieri's Marinette Marine Corporation, the Lockheed Martin-led team for LCS 3 includes naval architect Gibbs & Cox.

Lockheed Martin is one of two industry teams competing for the contract. The Navy will award the winning team a fixed-price incentive fee contract to provide up to 10 ships as well as combat systems for five additional ships.

"The Lockheed Martin team is providing a low-risk, affordable LCS option that will meet the U.S. Navy's needs for years to come," said Lockheed Martin Chairman and CEO Bob Stevens. "During my attendance at last month's presentation to the Navy, I committed the full financial, technical and programmatic strength of our Corporation to the success of this critical program."

Prior to this competition, Lockheed Martin was awarded contracts to construct two ships for this new class. The Lockheed Martin-led team designed and constructed **USS Freedom (LCS 1)**, which was delivered to the Navy in 2008 and successfully completed its first deployment earlier this year. USS Freedom's design meets all requirements and has completed sea trials, helicopter landings, weapons firings, small boat launch and recovery testing. USS Freedom also recently participated in the world's largest maritime exercise, known as Rim of the Pacific 2010, where it operated with international navies and successfully completed a series of operational exercises.

In March 2009, the Navy awarded the Lockheed Martin team a fixed-price incentive fee contract to build the third LCS. LCS 3, the future **USS Fort Worth**, is being built in Marinette, Wis., and recently reached the 60-percent completion mark. Construction remains on cost and on schedule for delivery to the Navy in 2012. Lessons learned from designing and building **USS Freedom** have resulted in improved efficiencies in **Fort Worth's** construction, including a 30-percent reduction in labor hours



The Volvo Penta powered DAMEN built **INTERCEPTOR 1102** seen in Cape Town

Photo : Aad Noorland ©

Davie Yards and Irving Shipbuilding end cooperation

Despite being in the Canadian equivalent of Chapter 11, Quebec's Davie Yards still has ambitions to become a major builder of large ships under Canada's National Shipbuilding Procurement Strategy (NSPS). A year ago, it announced a deal with Irving Shipbuilding under which the two hoped, essentially, to divvy up major federally funded shipbuilding projects between them. That cooperation has ended.

Davie Yards reports that it has obtained an order from the Quebec Superior Court that extends its protection from creditors under the Companies' Creditors Arrangement Act. The shipbuilder says the extension will allow it "to pursue its restructuring efforts, to continue the ongoing discussions with potential industrial investors, and to develop and eventually submit a plan of arrangement to its creditors under CCAA."

Davie says it will enter the qualification process to become one of the two dedicated yards for building large ships under the NSPS.

"In order to keep all options open for potential industrial investors in Davie, and despite a good working relationship with Irving Shipbuilding," says the company, "the understanding reached last year with Irving to cooperate by sharing technology, facilities, and capabilities with respect to the NSPS, has been terminated." **Source : MarineLog**

Senate bill includes \$35 million for Aker Philadelphia

According to report in the Philadelphia Inquirer, the defense-appropriations bill that passed the Senate Appropriations Committee today includes \$35 million intended to help Aker Philadelphia Shipyard stave off a looming crisis.

The Inquirer says the money "would be 'reprogrammed' to Aker from a defunct Philadelphia maritime project [the ill-fated FastShip] authorized by Congress in 2004, that did not happen." The money would go first to the Philadelphia Regional Port Authority to give as a shipbuilding grant to Aker, says the story.

Whether or not the \$35 million materializes now depends on whether the item survives an eventual House Senate conference on the FY 2011 Defense Appropriations Bill. Aker Philadelphia has been laying off workers as its orderbook dwindles. The last two Jones Act tankers for which it has firm orders will be completed in December and May. It has committed to materials for two more, but has not yet found a customer for them.

It has been exploring other possibilities that include wind turbine installation vessels and Maritime Highway containerships, but both of those would seem to be some time away from turning into actual orders. **Source : MarineLog**

Brazil's OSX aims to build \$2 bil in rigs, tankers for Petrobras

OSX Brasil SA, which is building a shipyard in Brazil with South Korea's Hyundai Heavy Industry Co., said that it plans to bid for oil drilling rig and tanker contracts worth \$2 billion that Brazil's state-led Petrobras wants to build. OSX, which already plans to build 48 ships and platforms for sister-company OGX Petroleo e Gas, Brazil's second-largest oil exploration group, plans to have spare capacity to build vessels for third parties when its \$1.7 billion yard starts cutting its first steel in 2012, OSX CFO Roberto Monteiro told journalists at the Rio Oil & Gas 2010 conference in Rio de Janeiro.

"We do not just plan to build ships for OGX, we have the room to expand and the technology to do assembly-line shipbuilding," Monteiro said. "We expect to become the biggest shipbuilder in Brazil." Both OSX and OGX are controlled by the Rio de Janeiro's EBX energy, mining and transportation group.

Hyundai owns 10% of the OSX shipyard project, which will be built at EBX's port of Acu in Rio de Janeiro or near Florianopolis, Brazil, in the state of Santa Catarina. A decision on the site is expected by the end of the year, with construction of the shipyard starting in early 2011. The yard expects to deliver its first self-built vessel -- a floating production, storage and offloading vessel -- in late 2013 or early 2014. It is building two other FPSOs in Singapore and seeking bids in Brazil for two wellhead fixed platforms from other yards for delivery in 2011 and 2012, Monteiro said. It also is seeking to build two deepwater drill rigs for Petrobras and up to four products tankers for a Petrobras-backed project known as Cia. Brasileira de Navegacao.

Under Brazilian law, most of the value of the equipment used in exploration and production of offshore blocks must be made or added in Brazil. The Brazilian oil industry expects to place orders for more than 400 ships, including platforms, drill-rigs and support vessels over the next decade, and these will have to be built at least partly in Brazil to meet the local content rules. **Source: Platts**

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Port of Duqm welcomes first high-capacity ship Zhen Hua

The Port of Duqm has received the first commercial vessel laden with equipment for the dry dock, in a new achievement for the port which will be completed in 2012. Qasim bin Ahmed al Shizawi, Director-General of Ports at the Ministry of Transport and Communications, said the ship arrived at the port on Tuesday bringing in equipment for the dry dock.

Clearing the equipment, he said, took three-and-a-half hours, praising the assistance given by the Royal Oman Police, competent government authorities, Duqm Port Company and contractors. He added that this co-operation enabled the port to realise this achievement before starting its actual operations. He told Oman Business that the high-capacity ship, **Zhen Hua 27**, docked at Quay Number 1 with its shipment of seven cranes for the dry dock. He pointed out that progress of work at the port is keeping with the schedule, with government investments in the Port and Dry Dock projects currently standing at RO 900 million. Several tenders are to put forward for the completion for basic structure and other facilities in the port. The port will serve the shipping lines between Oman's ports, support cargo movement, industrial and tourism activities as it lies almost mid-way between Port Sultan Qaboos and Port of Salalah. The availability of a dry dock adds to the significance of the port as it will be capable of handling giant vessels with a capacity of 400,000 tonnes, in addition to giant vessels whose capacity touches 600,000 tonnes. It will also render repair and maintenance services to vessels. **Source: Omanet**

First double-ended ferry fitted with VSPs

Voith Turbo Marine in Germany is supplying four slightly modified **Voith Schneider Propellers (VSP)** to Wyker Dampfschiff-Reederei (WDR) to power the first double-ended ferry in its fleet.

Built by the Hamburg-based shipbuilder J.J. Sietas, the **Uthlande** was delivered in mid-June this year and carries passengers and vehicles on the island route between Föhr, Amrum and the Schleswig-Holstein mainland.

Each of the four VSP has an input power of 470 kW, allowing a service speed of 12 knots. As this speed is hardly ever needed during scheduled transfer trips, the speed reserves can be utilized for consumption and emission-optimised sailing. Thanks to this reserve, delays or operation in heavy weather conditions can then be compensated by higher speeds over short periods, so that the ferry always runs on schedule.



Due to the shallow sea of the shipping lane, the new WDR ferry has been fitted with four VSPs type 16R5 EC/100-1. For the application, the normal length of the VSP blades of 120cm was shortened to 100cm. Thanks to its lower operating draught of only 1.75m compared to conventional ships, the Uthlande is able to manoeuvre without problems in the ferry ports of Dagebüll, Wyk and Wittdün, even if the sea levels are extremely low (maximum draught 1.85m at 500 tonne load).

According to the shipping company, the capacity of the 75.88m long and 16.40m wide double-ended ferry capable of carrying 1,200 passengers and 75 cars is significantly higher than that of its ferries Nordfriesland and Rungholt, until recently the largest vessels in the fleet. The double-ended design eliminates previously required reversing manoeuvres, which proved to be very time consuming. **Source : The Motorship**

Port of Tallinn on the rise

Estonia as a transit country is on the rise again, Tallinna Sadam (Port of Tallinn) officials confirmed at an international transit conference Thursday in Tallinn, the Baltic Course reports citing LETA/National Broadcasting.

Major changes have recently taken place in the transport industry and after years of low tide. Now, Estonia hopes to earn from transit again. Tallinna Sadam Board's Chairman Ain Kaljurand said that thinking of the North-West Russia and China, the trade potential is very big.

However, entrepreneurs from the East who attended the conference consider the railroad gauge issue and delays at border crossing points may become a problem. Kazakhstan's State Economy Chamber Board Chairman Azat Peruashev said that the plan that was voiced at the conference to gradually adopt the European gauge standard gives rise to questions since the reloading of cargo becomes a barrier for transit. International Industrialists and Entrepreneurs Congress president Viktor Glukhikh noted that right now, common work is needed to improve border crossing procedures, so that cargo transport would not have to idle at the border. "Major work is under way to achieve visa freedom too," he said. **Source: baltic-course**

CMA CMG starts Morocco-France shipping service

As already announced in June, starting from October 29, 2010, a new shipping line linking Morocco and France, specifically through a rotation between Casablanca, Agadir, Port-Vendres, Marseille, Barcelona, Valencia, Tangier and Casablanca, will be operated by the French company CMA CGM.



The **CMA CGM VELA** - Photo : Neville West (c)

This service will be dedicated to the shipment of vegetable production in northern Morocco in the direction of the fruit and vegetables' markets of national interest (MIN) in southern France "With this new service, CMA CGM will be able to provide Moroccan exporters with a maritime alternative to road transport of potatoes and citrus fruits to Marseille, the only large city by the sea which receives fruit and vegetables by truck. This proves once again the Group's ability to adapt its offerings to the needs of its customers," said Philippe Borel, CMA CGM director for North African lines. Currently, CMA CGM is shipping about 400 reefer containers per week from Morocco. **Source: Greenmed Journal**



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GSPC's spot LNG cargo arrives at Hazira

Gujarat State Petroleum Corporation Ltd's (GSPC) ninth cargo since June 2009, imported independently from the international market, anchored at Hazira LNG Private Ltd's LNG receiving and regassification terminal at Hazira in Surat district on Saturday last week. This is also GSPC's fifth LNG cargo import for the current year (its first on spot-basis) to meet the demand of natural gas, which is in addition to the strip of cargoes it purchased from Gas Natural, the company said in a statement here today. The said cargo was loaded with nearly 56,000 tonnes of LNG from Equatorial Guinea. Gas from this cargo will relieve various entities, more importantly city gas distribution entities and industrial customers hit by outage at the Panna-Mukta fields. It will also be supplied to other sectors such as power and fertiliser. **Source: The Hindu Business Line**



The **PACIFIC ARIKI** seen moored in Singapore-Loyang – Photo : Capt. Jelle de Vries (c)

Hanjin Shipping starts first direct service from Vietnam to North Europe

Hanjin Shipping is starting the first non-stop direct service from Vietnam to North Europe.

Hanjin Shipping, having already started direct services from Vietnam to U.S. East and West Coast respectively last year, will be introducing the fastest qualified service connecting Vietnam and North Europe by adding Vung Tau to its current NE5 (Asia North Europe Service 5) effective middle of October.



The **HANJIN KOREA** – Photo : Max Mueller (c)

Hanjin Shipping comments, "We are pleased to initiate this non-stop direct service from Vietnam to North Europe. As a result, we will be able to reduce current transit time from Vietnam to North Europe from 23 to 19 days allowing our customers to have the fastest and easier access to the concerned regions. We are also very pleased that we will be able to contribute to promoting the trade between those nations in future." Meanwhile, Hanjin Shipping is currently developing a dedicated terminal in Vietnam's Vung Tau region targeting to open next year. **Source:** [seatradeasia](#)

Drewry looks ahead at modal warfare for reefer trades

British shipping consultant Drewry says that it anticipates a 'robust recovery' for the refrigerated reefer trade over the next few years which could, it suggests, lead to a 'modal war' between specialised breakbulk reefer ships and the container ships carrying reefer containers.

In the past 15 years containerized reefer traffic has gradually gained ground until it has become the predominant method of moving perishable cargo – fruit in particular – to market places such as Europe and the United States.

Drewry says that in mid 2010 there were 727 breakbulk reefer ships in service with more than 100,000 cubic feet of space, which reflected a 17 percent decrease in capacity over the past ten years. The average age of these ship is 22 years and about 37 ships have been scrapped each year since 2008.

Drewry's MD Nigel Gardiner said that the projected growth in seaborne reefer trade favours the specialised type of vessel, yet the growth cannot be accommodated by the specialised fleet, which could account for as little as 8.4% capacity by 2012. **Source :** [ports.co.za](#)

HOLLAND AMERICA LINE'S 'GRAND VOYAGES' VOEREN LANGS DE MOOIESTE PLEKKEN TER WERELD

Holland America Line's cruiseschepen ms [Amsterdam](#) en ms [Prinsendam](#) zullen eind 2011 en begin 2012 elk twee



hele grote cruises maken. De reizen zijn samengesteld om bijzondere plaatsen te ontdekken – van beroemde landmarks tot kleine, minder bekende havens. Het ms [Amsterdam](#) begint in het najaar van 2011 aan een 70 dagen durende Grand Asia and Australia Voyage. Aansluitend start de [Amsterdam](#) in januari 2012 een 112 dagen durende wereldreis, die het schip voert door het zuidelijk deel van de Grote

Oceaan, naar Nieuw-Zeeland en Australië om daarna koers te zetten naar de Middellandse Zee. Het ms [Prinsendam](#) begint volgend najaar met de 68-dagen durende Grand South America and Antarctica Voyage. In maart volgt dan een 62-dagen durende reis met de transatlantische oversteek voor de Grand Mediterranean and Black Sea Voyage.

„Op basis van diepgaand onderzoek naar eerdere Grand Voyages én reacties van passagiers hebben we nu reizen samengesteld die bezoeken aan de mooiste plekken op aarde bieden,” zegt Richard D. Meadows, executive vice president, marketing, sales and guest programs van Holland America Line. Holland America Line's Grand Voyages brengen een droomvakantie binnen handbereik. De reizen bestaan onder meer uit bezoeken aan plaatsen die voorkomen op de werelderfgoedlijst van Unesco, geheel nieuwe bestemmingen en meer tijd op bestemmingen door late vertrekken of een overnight stay.

De Grand Voyages bieden ook extra cruiseplezier door voldoende mogelijkheden om aan boord te genieten van het leven op zee. Activiteiten aan boord zijn uitgebreid met plaatselijk cultureel vermaak, speciale gasten en bijzondere lezingen. Dineren tijdens de Grand Voyage onderscheidt zich door dagelijks bijzondere ervaringen door gebruik van plaatselijke ingrediënten, regionale recepten en lokale wijnen. Holland America Line's middelgrote schepen zijn uitermate geschikt voor deze Grand Voyages en bieden voldoende verschillende faciliteiten voor alle soorten reizigers. Tegelijkertijd zijn de schepen klein genoeg om een intieme sfeer en voldoende ruimte voor iedereen te waarborgen. Met bijna één bemanningslid voor elke twee passagiers is de service van hoog niveau.

Grand Asia & Australia Voyage

De **Amsterdam** begint op 26 september aan de 70- dagen durende Grand Asia and Australia Voyage in Seattle om via Los Angeles koers te zetten naar Azië. Daarna wordt de reis vervolgt naar West-Australië en het zuidelijk deel van de Grote Oceaan. In Beijing, Shanghai, Hongkong, Tokyo, Kobe, Singapore, Sydney en Perth blijft het schip een extra dag in de haven.

Grand World Voyage

De **Amsterdam** start haar zevende wereldreis op 6 januari 2012 in Fort Lauderdale. Deze Grand World Voyage voert via de Caribbean naar Zuid-Amerika, via Koop Hoorn en de Chileense fjordenkust naar de Zuidpool. Via Tahiti wordt de reis vervolgt naar Australië en het Verre Oosten om dan via de Indische Oceaan en het Suezkanaal en de Middellandse Zee de transatlantische oversteek terug naar Fort Lauderdale te maken. Ook tijdens deze reis is er door een overnight stay een langer verblijf in de havens van het Great Barrier Reef en Sydney (Australië), Hongkong, Mumbai (India), Barcelona (Spanje), Rio de Janeiro (Brazilië), Buenos Aires (Argentinië), Singapore en Piraeus (Griekenland). Bijzonder is bovendien het eerste bezoek aan Magalore in Zuid-India. De Grand World Voyage biedt honderden verschillende excursies vanuit de havens die worden aangedaan.

Grand South America & Antarctica Voyage

De **Prinsendam** keert in 2012 terug naar Zuid-Amerika, de Zuidpool en de Amazone voor de 68-dagen durende Grand South America & Antarctica Voyage die op 4 januari begint in Fort Lauderdale. De cruise voert door het Panamakanaal naar de Zuid- Amerikaanse westkust om daarna rondom het continent te varen. De Prinsendam vaart tijdens deze reis acht dagen op de Amazone en vier dagen in het Zuidpoolgebied. Ook zijn er vijf eerste bezoeken aan de havens van Bocas del Toro (Panama), Matarani (Peru), Cabedelo (Brazilië) en Ancud (Chili). Overnight stays worden gemaakt in onder meer Manaus en Rio de Janeiro (Brazilië), Buenos Aires (Argentinië) en Callao (Peru). Tijdens deze reis wordt er overdag gevaren langs de Chileense gletsjers Romanche, Alemania, Francia en Italia.

Grand Mediterranean & Black Sea Voyage

Eenmaal terug in Fort Lauderdale begint de Prinsendam op 12 maart aan een 62 dagen durende rondreis naar de Middellandse Zee, de Zwarte Zee en het Heilige Land. Er wordt voor het eerst een bezoek gebracht aan Durrës, de op één na grootste stad van Albanië. Ook zijn er maiden calls in Saint Raphaël aan de Franse Côte d'Azur en Castellón de la Plana in de regio Costa del Azahar in Spain. De **Prinsendam** blijft een extra dag in de havens van Sevilla en Barcelona (Spanje), Kuşadası en Istanbul (Turkije), Piraeus (Griekenland), Venetië (Italië) en Lissabon (Portugal). Deze reis kan worden gecombineerd met de Grand South America and Antarctica Voyage tot een 130 dagen durende cruise.

Reserveren al mogelijk

Reserveren voor de Grand Voyages van Holland America Line in 2011 en 2012 is nu al mogelijk. Voor 'vroegboekers' zijn er bovendien kortingen, afhankelijk van cruise, de soort hut en de reisdata.

Kijk voor meer informatie, tarieven, aanbiedingen en beschikbaarheid op de website www.hollandamerica.nl. Volg Holland America Line ook op Twitter, Facebook en het Holland America Blog. Directe toegang tot de sociale media via www.hollandamerica.nl



The **AMAZON** seen in Rio Grande – Photo : Marcelo Vieira (c)

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SUBSEA

A subsea construction site featuring two large blue and white platforms with cranes, situated in the water.

CIVIL CONSTRUCTION

A civil construction site showing a large concrete pier structure under construction in a body of water, with cranes and other equipment visible.

ENGINEERING

An engineering site featuring a large red crane structure and a red and white ship, likely involved in offshore engineering or construction.

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Transas Marine installs 2 more VTMS in Morocco

Transas Marine in cooperation with its local partner Soremor has commissioned 2 VTS installations at the ports of Agadir and Nador, the company press release said.

Both systems successfully passed acceptance tests and fully comply with the requirements set by the Agence National des Ports (ANP).

VTS systems supplied by Transas Marine will enable operators to monitor all vessels' activities in the area. The scope of supply in each port included an operator workstation, a high performance Shore-Based Radar in redundant configuration, 2 CCTV Systems with thermal imaging, AIS Base station, a Voice Communication System with 3 VHF and 1 HF stations, Direction Finder and Weather Station. The solution also includes a remote terminal in ANP offices. In addition, Transas Marine specialists carried out comprehensive operational and maintenance training for operators and technicians at both sites.

The success of the project became possible due to cohesive actions of Transas Marine and Soremor and companies' extensive experience in the delivery of VTS projects of different scale and complexity.

In total Transas Marine has commissioned five Vessel Traffic Management Systems in Morocco including previously installed systems in Mohammedia, Tanger and Jorf Lasfar. **Source: transas**



Part of the laid up fleet of **Tidewater** in Batam as seen yesterday, seen from the left the **STAR TIDE 1**, **EASTERN TIDE**, **ANGLIAN SERVICE**, **PIONEER TIDE** and the **PANTHER TIDE** – Photo : Piet Sinke (c)

Rebidding of Laguna dredging deal pushed

Government's move to cancel and bid out the allegedly anomalous P18.7-billion midnight dredging contract awarded earlier by the Environment Department to a Belgian company has gained wide support from lawmakers, lakeshore communities and their leaders.

The new head of the Environment Department has begun gathering evidence to support the filing of anti-graft charges against past officials involved in the approval of the contract and the award to a Belgian company. A hearing in both the Senate and the House revealed that Baggerwerken Decloedt en Zoon of Belgium won the contract on misrepresentations that the dredging project would be financed by a euro 250-million (P15-billion) official development assistance from Belgium, and the balance by commercial loans. The Belgian ambassador to the Philippines, Christian Meerschman, however, disclosed that "the Belgian government has not granted any support or concessional funding" for the Laguna Lake project.

Meerschman also said in a July 7 letter sent to Jan de Nul N.V., another Belgian company interested in the dredging project, that "the Belgian government has not granted a governmental loan" to the project, contradicting BDC's claims. Rep. Danilo Fernandez of Laguna has sought in a resolution the rescinding of the anomalous contract, as well as a probe into the roles played by past officials in the questionable deal, in support of Secretary Ramon Paje's refusal to issue a "notice to proceed" to the project's contractor. **Source : The Manila Standard**



The **ARCO ADUR** seen at the Westerscheldt River – Photo : Henk de Winde (c)

Amarcon and Maris join forces in Voyage Decision Support systems

At the SMM in Hamburg this week Amarcon and Maris signed an agreement on the joint development, marketing and sales of the VDS system as currently under development at MARIS. The MARIS VDS is an electronic tool based on MARIS ECDIS designed to plan and execute the voyage, and to document and analyze the result.

Amarcon is well-known in the maritime industry for their OCTOPUS technology, a suite of hardware and software products that form a unique combination for improving safety/efficiency and cutting down costs in voyage execution and marine operation. Now Amarcon will become the OEM partner of MARIS for supplying the seakeeping module within the MARIS VDS system, based on the OCTOPUS technology. The integration of OCTOPUS technology within the VDS system has huge benefits for its consumer. Amarcon's state of the art build-in expertise about 'how do ships behave in waves', and the digital navigation charts from Maris will now be available in one complete and user-friendly system.

The integration of OCTOPUS within VDS will result in a system that gives you the best of both worlds: spot on navigation and precise decision support. Furthermore, in 2012 it will be required for all SOLAS vessels to use a certified and digital electronic navigation chart. Anticipating on these developments, shipping companies can make sure that their navigation system meets the required future legal standards, whilst benefiting from the specific decision support that the integrated OCTOPUS software has to offer.



Allseas **AUDACIA** seen offshore Egypt working on the Burullus project where the pipelaying vessel is laying a 36" pipeline

Photo : Robin de Gijssel ©

OLDIE – FROM THE SHOEBOX



The 1959-built DOAL Cargo liner **KARROO** is shown leaving Cape Town in a seasonal gale force south-easter, with Table Mountain shrouded in the famous "table cloth". - **Robert Pabst post card collection**

.... PHOTO OF THE DAY



Above seen the new Fayard. Presently they are doing a rebuild of the brandnew **Bourbon Oceanteam 102**, which at fayard is being added a extra offshore knock-boom crane on the aft deck. The vessel arrived directly from the builders in Vigo, Spain, to Odense, to have this crane installed.

Photo : Bent Mikkelsen ©

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