

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 267



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**The TOISA PALADIN seen anchored off Singapore
Photo : Piet Sinke ©**

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Above seen the 23M Turkish gulette type short sea ferryboat **FERNANDES** on Friday 17th September 2010 shortly after she was slipped at the Hardstanding Facilities at Marsaxlokk Harbour showing her slight damage to the hull.

Photo : Capt. Lawrence Dalli - www.maltashipphotos.com ©

Dry bulk rates expectedly fall to one month lows

With of the Far East trade routes closed this week on various national holidays, demand for ocean transportation of raw materials has been significantly reduced, pushing the dry bulk market's benchmark, the Baltic Dry Index (BDI) to new lows, proving that volatility is here to stay. The BDI posted on Wednesday its eight straight loss-making session, ending 76 points lower to 2486, which is the lowest it's been in over a month. With iron ore demand waning, the Capesize segment was the one that suffers the most, retreating once again yesterday by 140 points, with the respective Baltic Capesize Index (BCI) now down to 3108 points. According to the latest weekly report from shipbroker Fearnley's, "with holidays in China, Japan, Korea and Taiwan the Capesize market has been overall quiet this week. Rates have been dropping day by day and presently AustraliaChina is around USD 10 pmt, and TubaraoQingdao 25ish. After a good number of short period fixtures the past weeks, the period market is presently none existing. FFA values have been dropping, but finding some support at time of writing. With a lot of uncertainty in the market in general and lack of fresh cargoes it is difficult to predict if a floor is found or not. A quiet end of the week is expected" commented the shipbroker.

As for the Panamax "front" the report said that it experienced the same softening in rates as last week. "Some glimmers of hope were present when NoPac rounds suddenly jumped up USD 2000 in one day on Tuesday, but this was just not the trend as the rates declined to the USD 20000 again on Wednesday. We see more grain cargoes from USG, but the ballast outnumbers the cargos causing rates to slip further. With holidays in the Far Eastern countries the activity level has dropped as expected, but fronthauls still get around low/mid 30's and tarps around low/mid 20's. It seems that the closing down of Chinese steel mills by government is part of a 5-year energy saving goal set by the Chinese government ending at the end of the year. This explains the sudden and increasing governmental shut down of inefficient steel mills now towards the end of the 5-year period saving plan. This affects the iron ore market and the shipment of same heavily" said Fearnley's. Markets in China will stay closed throughout the week for the Mid-Autumn Festival holiday. They also will shut from Oct. 1 to Oct. 7 for the National Day holidays. As a result of that, market analysts and shipbrokers don't expect any serious shipping activity. This will pull the freight market to even lower levels, before it stages a new rebound later in October.

Meanwhile, according to analysts at Arctic Securities ASA in Oslo, which were quoted in a Bloomberg story: "we view near-term weakness in dry-bulk as likely, with the combination of continued high delivery pace and a soft patch in steel production spelling trouble for the dry-bulk market also longer term", adding, this time to Reuters, that "with momentum currently working against ship owners, we expect (Capesize) rates to soften towards \$25,000/day before finding a floor." In a separate Reuters quote, Peter Norfolk, research director at broker FIS, "the reason behind the slowdown has been energy conservation measures which China has announced. They have told parts of industry including steel mills to cut production and that has had an impact on both on the iron ore demand and the steam coal" said Norfolk, who also mentioned that the market could see another short-term rebound, warning though that conditions remained fairly weak. Maybe this could be a good time for some ship owners to reconsider their stance towards the scrapping of their older vessels, with prices offered from most shipbreakers deemed rather attractive.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

New protected areas in the Arctic

Russian authorities intend to establish five new specially protected areas in the Arctic, one of them in the Barents Sea. The new protected areas are located respectively in the area of the Bear Islands in the far east, in the peninsula of Chukotka, in Taymyr and in the Barents Sea, Minister of Natural Resources Yuri Trutnev told journalists this week.

The new nature reserve in the Barents Sea will be named after the town of Kandalaksha in the Kola Peninsula, the official said. So far, Russia has had nine nature reserves, one national park and two federal wildlife reserves in its Arctic, RIA Novosti said. Earlier reports said, Russia had been cooperating with the U.S. authorities on the establishment of a huge natural park, which boundaries would include both the Chukotka Peninsula and Alaska.

Source: barentsobserver

Bourbon AHTS attacked off Nigerian coast

Paris-headquartered Bourbon issued the following statement:

BOURBON confirms that in the night of the Tuesday 21st to Wednesday 22nd September 2010, during an attack on the offshore oil field of Addax off the Nigerian coast, **Bourbon Alexandre**, together with its 16 crewmembers, have been subject to a joint assault from several speedboats. 3 crewmembers, of French nationality, have been kidnapped; the 13 other crewmembers have remained on board and nobody has been injured. No claim has been made at this stage.



File photo of the **BOURBON ALEXANDRE** whilst moored in Cape Town last July – photo : Aad Noorland ©

Bourbon Alexandre, carrying a French flag, is an AHTS Vessel (Anchor Handling Tug Supply). BOURBON has contacted all families and will keep them informed. The Crisis Unit of BOURBON in Marseilles, in coordination with the Emergency Unit of BOURBON in Nigeria, is evaluating the situation in real time and working to obtain a rapid liberation in the safest security conditions. BOURBON is working in close collaboration with the French and Nigerian authorities. BOURBON will continue to disclose any new information when available and verified and will not make any comment, which could adversely affect the liberation of the crewmembers. Source : MarineLog

TUI approves Hapag-Lloyd refinancing



TUI AG's board approved a refinancing package for Hapag-Lloyd that will help pave the way for the German travel group's exit from the container shipping business. As part of the agreement, Hapag-Lloyd will cancel a 1.2 billion euro (\$1.6 billion) state loan guarantee it obtained to weather the global economic crisis that had pummelled demand for trade around the world, TUI said on Wednesday.

The **KOBE EXPRESS**
Photo : Stan Muller ©

Cutting its dependency on government funding means that Hapag-Lloyd, the world's fifth-largest container shipper, will be able to resume interest payments to debt holders. TUI, which also owns Europe's largest travel company, TUI Travel (TT.L), said it will get about 65 million euros of deferred interest next month and expects repayment of a 227 million

euro bridge loan in the near future. TUI had tried to sell Hapag-Lloyd to a group of investors -- called the Albert Ballin consortium -- but the deal was derailed by the financial crisis and TUI ended up keeping a larger-than-planned 43 percent stake in the shipper.

"We regard the refinancing as a preparation enabling TUI to sell its 43.3 percent stake in Hapag as soon as possible, if the price is OK," Merck Finck analyst Robert Greil said in a note. Sources told Reuters this month that TUI is preparing to float its stake in Hapag-Lloyd as a first step in a strategic reshuffle that will lead to combining TUI and TUI Travel.

As part of Hapag-Lloyd's refinancing plans, a 350 million euro bond will be converted into Hapag-Lloyd equity at the end of the year, raising TUI's stake to 49.8 percent. While the Albert Ballin consortium -- which includes German entrepreneur Klaus-Michael Kuehne and the city of Hamburg -- will have a call option on the new shares until Sept. 30, 2011, TUI is entitled to sell all of its shares to someone else, too.

"TUI stays committed to maximising the value of its Hapag-Lloyd investment and to closely monitoring all options to exit the business," TUI said. **Source: reuters**



Drukke bij de supplybasis van logistiek dienstverlener Peterson SBS aan de Paleiskade in Den Helder. Op de voorgrond de sleper **Multratug 17** van Multraship uit Terneuzen en op de achtergrond de vertrekkende bevoorraders **Base Express** en **Pool Express** van Vroon Offshore Services uit Den Helder. **Foto: Paul Schaap ©**

Gambler jumps to his death after losing money on Star Cruise ship

A 51-year-old man jumped to his death from a 13-storey floating casino after apparently losing HK\$3 million (S\$515,437), reported Xing Pao. The gambler, only identified as Xu, jumped off one of Star Cruise's fleet of ships, the **SuperStar Aquarius**, while it was returning to Hong Kong from an international trip.

The man's body was retrieved from the sea in the Ninepin Group (Kwo Chau Islands) in Sai Kung. Police ruled out foul play. A spokesman for Star Cruises Group, operator of **SuperStar Aquarius**, said the captain was told that someone had fallen into the sea at about 9am.

He said rescue teams found Xu at 9.57am but he had died. According to another publication, The Standard reported that Xu boarded the ship on Saturday for a two-day gambling trip and was seen betting at a gambling table after dinner. He gambled till 8 am Sunday and lost a fortune, passengers said.

He was last seen wandering on the deck for about an hour before jumping off the ship. Hong Kong artistes Liza Wang and Bill Chan Shek Sau were performing on the ship when the incident occurred Sunday morning. According to Xing Pao, Wang said the captain announced that someone had fallen into the sea and he had to stop the ship for rescue operations. "We continued our journey to Hong Kong an hour later but there was no official announcement on the issue," Wang said. The cruise ship which left Hong Kong for sea on Saturday evening was carrying about 1,500 passengers. It was scheduled to reach the Star Ferry Harbour in Tsim Sha Tsui at 10am the next day. **Source :** asiaone.com

		
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The **VIRGINIA** seen westbound in the Singapore Straits – **Photo : Piet Sinke ©**

Fear of economic fallout from Senkaku issue

As anger in China escalates over the detention of a Chinese fishing boat captain, department stores and tourism organizations in Japan are becoming more concerned about the dispute's impact on business. Japanese firms with factories in China also fear a backlash if anti-Japan sentiment spreads, observers have said.

The Chinese captain was detained after his vessel collided with Japan Coast Guard boats near the Senkaku Islands in the East China Sea, which are administered by Japan but claimed by China and Taiwan. The Daimaru department store in Tenjin, Fukuoka, is wringing its hands as it hopes Chinese tourists will not cancel trips over the diplomatic spat.

Cruise ships with 200 to 300 Chinese travelers on group tours arrive regularly in Hakata Port, and most passengers shop at the department store. Mitsukoshi department store in Ginza, Tokyo, which reopened Sept. 11 with expanded floor space, has Chinese-speaking staff at its information desk.

Other department stores in the area have also been trying hard to woo Chinese tourists.

Emi Namiki, chairman of a committee to attract foreign visitors at the Tourism Association of Kinugawa-Kawaji hot spring in Tochigi Prefecture, expressed hope for an increase in Chinese visitors in October when China celebrates its National Day, saying it would be regrettable if tourism was affected by political tension between the two countries.

According to a survey by the Japan Tourism Agency in June, Chinese visitors spent an average 136,870 yen per visit, surpassing the 120,000 yen-plus spent by tourists from the United States. This is because Chinese tourists buy high-end rice cookers and cosmetics in great quantities while on tours to the nation's main tourist spots. Chinese tourists are estimated to have spent 50.3 billion yen in the April-June period.

In July, Japan drastically eased the tourist visa requirements for individual Chinese. Previously, visas were issued only to wealthy Chinese. As a result, visitors from China has increased dramatically since July, bringing hopes that the tourist boom could expand domestic consumption.

To protest Japan's handling of the fishing boat incident, Chinese food maker Pro-Health decided last week to cancel a trip to Japan for about 10,000 of its employees scheduled for early next month. The contract for the tour was obtained through the efforts of former Land, Infrastructure, Transport and Tourism Minister Seiji Maehara, among others.

The cancellation of the huge tour was a disappointment, as the economic effect of the trip was estimated at several hundred million yen. An executive of a major tour company said he hoped that other Chinese tourists would not follow Pro-Health's lead. Current transport minister Sumio Mabuchi said Monday his ministry would deal with the matter in close cooperation with other ministries.

Speaking at a news conference Monday in Zhengzhou, Henan Province, Nissan Motor Co. President and Chief Executive Officer Carlos Ghosn said there has been no sign yet of an adverse effect caused by the deterioration in diplomatic relations between Japan and China.

Nissan's production lines have been operating at full capacity as it has accumulated a backlog of orders, Ghosn said. He was speaking after a ceremony marking the completion of a new car plant in the city.

An official of a major Japanese trading house echoed Ghosn's view, saying, "The situation in China is calmer than we feared it would be." However, other companies are starting to take precautions. An official at a major distributing company said employees stationed in China are canceling drinking parties and make it rule not to walk alone at night.

Mitsubishi Electric Corp. has told employees on business trips to China not to go near sites where protests are held.

An official of a leading electrical appliance maker expressed apprehension about a possible boycott of Japanese products if anti-Japan sentiment increases. China is the nation's biggest trade partner, accounting for 20.5 percent of total trade in 2009, topping 20 percent for the first time. The value of the nation's trade with China surpassed trade with the United States for the first time in 2007. **Source : yomiuri.co.jp**



The **STOLT SEA** seen enroute Rotterdam – Source : **Stephan Grol** ©



New free online maritime course at www.egmdss.com

Long Range Certificate course



A partnership of 12 partners from 10 countries, of which 7 maritime faculties, academies or institutes, developed a new free online maritime course: Long Range Certificate Course. The course has been developed within international EU project »E-learning system for GMDSS VET«. The course is available for free at maritime e-learning portal www.egmdss.com in more than 10 languages. The course covers mainly VHF, MF, HF and Inmarsat communication. To support the communication topics, the following simulators of GMDSS communication equipment are also included: VHF radio simulator, MF/HF radio simulator and Inmarsat C simulator. All listed simulators and additional NAVTEX receiver simulator are only simulators available for free.

The course may be used by radio operators on leisure or commercial vessels not under the regulation of the SOLAS convention that are fitted with long range communications (MF/HF radio) or satellite equipment that must be qualified

to a minimum standard. This standard is the GMDSS LRC (Long Range Certificate). In the Netherlands is the Maritime Institute Willem Barentsz involved in this project and has translated the course to a Marcom A course (GOC)
info: www.egmdss.com

Asia demand seen boosting tanker rates

Freight rates for crude tankers on key Asian routes may rebound slightly from last week's 2010 lows on expectations that Asian demand will pick up next month, traders and analysts said. In the products market, arbitrage shipments are likely to help prevent tanker rates from hitting fresh one-month lows. Rates for 260,000-tonne crude tankers from West Africa to China rebounded to W52.66 on Monday, up from a 2010 low of W49.57 reached last week. Weak Asian demand pressured the region's crude tanker market this month, but traders see rates improving slightly in the short term. Only 83 Middle East crude cargoes were booked for Asia this month, down from last month's 93 vessels, according to Meiwa International, a Tokyo-based shipping company.

For October, 15 long-haul tankers have been chartered so far. Extra tankers are also expected to ballast back to the Middle East this month after ending long-term contracts for floating storage, traders said. With the Brent crude oil spread for November and December futures contracts at only 35 US cents, floating storage is not an economically viable option for shipowners. The unchartered vessels returning to the Middle East will add to the already oversupplied market, pressuring freight rates further.



Euronav's **TI TOPAZ** seen westbound in the Singapore Straits last Wednesday - **Photo : Piet Sinke ©**

The world's benchmark Very Large Crude Carrier (VLCC) export route from the Middle East Gulf to Japan edged higher to W47.62 or US\$8,606 a day, from a year low of W46.78 or US\$7,789 last week. Idemitsu booked a 265,000-tonne VLCC to Japan from the Middle East at W48 for the first week of October. Rates for long range tankers carrying petrol, diesel and other fuel products from the Middle East to Japan slipped to a one-month low of W136.95 on Monday from W137 last week. 'With holidays in Asia for the first half of the week, it could remain slow until later in the week and potentially softening further as a result,' said broker firm ICAP. West-East gas oil arbitrage shipments have helped limit bearish sentiment in the clean tanker markets. At least seven vessels have been fixed to carry 660,000 tonnes, or about five million barrels, of gas oil from north-east Asia to the UK in arbitrage journeys so far, traders and shipbrokers said last week. The vessels, scheduled to load between mid-September and early October, are chartered by oil major Shell, as well as European trading houses Vitol and Mabanaft. Rates for medium range tankers from Singapore to Japan fell to a one-month low of W137 on Monday from W141 last week. **Source: Reuters**

Italy seizes 7 tonnes of Iranian explosive in port

Italian authorities have seized 7 tons of powerful RDX explosive being shipped from Iran to Syria, police said on Wednesday. Anti-mafia police found the cargo in a shipping container on a Liberian-registered ship that docked in the Calabrian port of Gioia Tauro in southern Italy last month and said it would have been enough to destroy the port.

The cargo, hidden among packs of powdered milk, was seized on August 27 but police, who were tipped off by intelligence services, did not make an announcement until this week. Carmelo Casabona, the local police chief, said the cargo arrived in Italy 'with the involvement of international criminal organisations.' But the 'Ndrangheta, the powerful Calabrian mafia, did not appear to be involved, he said.

Authorities were originally considering whether some of the explosives may have been intended to be unloaded in Italy for local use but they said this did not now appear to be the case. RDX, sometimes known as T4, is a high explosive designed for military and industrial use. **Source : Khaleej Times**



The **SAMPSON** seen passing Maassluis enroute Rotterdam-Waalhaven – **Photo : Aad Sinke ©**



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The GALICIA warship disrupts a PAG off the Somali coasts

EU NAVFOR Spanish ship **GALICIA** disrupted a pirate action group (PAG), comprised of one whaler and two skiffs, EU NAVFOR press release said. The **Galicia** ship managed to intercept two skiffs and the whaler, thanks to obtained detailed information, while she was patrolling off the east coast of Somalia.

The PAG was located at night only 500 meters from the Somali coast by one of Galicia's helicopters, which started the preparation for the interception. This one was completed without any opposition from the 11 suspected pirates. The whaler and skiffs carried all pirate paraphernalia indicating they were preparing to conduct acts of piracy off the coasts (fuel drums, ladders, weapons and ammunition).

As none of the pirates were caught in an act of piracy, although conspiracy was clearly stated, it was not possible to proceed with a prosecution. However, everything that could be used to conduct piracy was seized and the whaler and one skiff were destroyed. Despite having to release the pirates, this action has disrupted a pirate action group and thus prevented them from reaching high seas to attack vulnerable merchant vessels, EU NAVFOR press release said.

Source : PortNews

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CASUALTY REPORTING



Cargo ship fire injures 18 in Hong Kong

An early morning blaze onboard a mainland vessel at Hong Kong's Yau Ma Tei typhoon shelter has left 18 people injured, including 12 firemen and six sailors, Hong Kong China News Agency reported Tuesday. The fire occurred at 1 a.m. on Tuesday, triggering a level-3 fire alarm. The local fire department sent 24 trucks and 140 firemen to put it out.

An early morning blaze onboard a mainland vessel on Tuesday at Hong Kong's Yau Ma Tei typhoon shelter has left 18 people injured. Several explosions were heard during the blaze, which took five hours to distinguish. The ship, carrying a cargo of hardware waste, is reportedly from Guangzhou, south China's Guangdong Province. The cause of the fire is still under investigation. Source: china.org.cn

NAVY NEWS



The Indian AOR **A 59 ADITYA** seen arriving in Cape Town - **Photo : Aad Noorland ©**

The 16,211 dwt **ADITYA** was ordered 7-1987 and was to have been in service by 1997. A second unit was planned, but there have been no reports of progress and the unit may have been cancelled. Design is a modified version of the **Deepak class**, with a repair capability added and the navigating bridge superstructure block moved forward.

Commissioning was delayed by propulsion problems. She is attached to the Eastern Fleet and based at Vishakhapatnam.

D: 24,612 tons (fl) S: 20 kts Dim: 172.00 × 23.00 × 9.14
A: 3 single 30-mm 2A42/7.62-mm Medak dual AA; 24 Igla-2M shoulder-launched SAMs; 1 Chetak or Sea King Mk 42B helicopter
Electronics: Radar: . . .
M: 2 ECR-M.A.N./Burmeister & Wain 16V 40/45 diesels; 1 prop; 23,936 bhp—bow-thruster
Electric: 4,500 kw tot. (2 × 1,500-kw shaft generators, 3 × 500-kw diesel sets)
Range: 10,000/16
Crew: 16 officers, 140 enlisted + 6 aircrew (197 tot. accomm.)



The Indian Naval vessel **D 60 MYSORE** arriving at Cape Town's V&A Waterfront surrounded by thousands of Cape Cormorants. The ship is here for the duration of the **AFRICA AEROSPACE & DEFENCE 2010** expo being held over the coming week end. **AFRICA AEROSPACE & DEFENCE 2010** is a premier event on the international aviation and defence calendar. As a showcase for civil and military aviation, maritime and land-based defence technologies, AAD is the largest exhibition of its kind in Africa. With the world-class infrastructure of South Africa, AAD is uniquely positioned for exhibiting companies to market their products and services to the entire continent and beyond. The airshow is open to the public on Friday and Saturday. **Photo : Glenn Kasner ©**

Russia agrees to buy French Mistral ship

Russia has in principal agreed to a deal to buy a Mistral helicopter carrier from France and the forthcoming tender will be a formality, a senior Navy official was quoted as saying on Tuesday. Russia has been negotiating with France for months to buy the Mistral-class ships, in its first ever purchase of military hardware from a member of NATO.

But talks have been mired by disputes over technology transfer. In August, Russia said it had thrown open its planned purchase of the vessel to an international tender, ending France's status as the exclusive bidder. But the Interfax news agency quoted an unidentified senior Navy official as saying the tender would be a mere formality as Russia and France had already agreed on the parameters of the deal. "The tender to purchase the helicopter carrier, which will be announced before the end of September, will be of a formal character," he said, Interfax reported.

The tender's primary purpose would be to lower the price to a maximum low, he was quoted as saying.

"The tender is formed in such a way as to practically predetermine the victory of the French ship," Interfax quoted the official as saying. The deal is reportedly worth around 600 million euros (765 million dollars) and would secure jobs in the French yards, but France's NATO allies have expressed concern about arming Russia with modern Western weaponry Source : Defense News



The Dutch AOR **A 832 ZUIDERKRUIS** seen arriving in Willemstad (Curacao)

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

Indian Navy's three fast attack crafts welcomed at Kochi port

The Indian Navy's three fast attack crafts received a warm ceremonial welcome on Kochi port on Monday. These ships will be deployed at base ports in Kochi and Goa. This move is an effort to strengthen the coastal security and surveillance by Indian Navy post Mumbai attacks in November 2008.

The main role of these crafts is for naval patrolling duties in coastal waters, detecting and destroying fast moving targets, policing anti-smuggling and fisheries protection and also the search and rescue operations.

"This ship with its high speed and high maneuverability and the ability to stay out and see for long durations will defiantly contribute in a very positive way to enhancing the security and the preparedness of the NSG to deal with any kind of threat in this region. Also the ship with its fast response is the ideal platform for the search and rescue operations and we will be able to render any assistance possible to the civil administration whenever the need arises," said Lieutenant Commander Subal Nathan, commanding officer of ship **Kalpeni**.

The ship named **INS Kalpeni** would be based in its base port of Kochi, while the other two, **INS Cankarso** and **INS Kondul** would be leaving for Goa port in order to enhance security along the coast of Kerala and parts of Karnataka coast. **INS Cankarso**, **INS Kondul** and **INS Kalpeni** named after three Indian islands of Goa, Nicobar and Lakshadweep, have a displacement of 320 tonnes, each equipped with water jet propulsion for precise steering control.

Each ship will be having four officers and 40 sailors on board and is equipped with state-of-the-art armaments, which can fire up to a range of five kilometers. **Source : Newstrack India**

SHIPYARD NEWS

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Shipbuilding Orders Up 17% In Jan-June

Orders for new ships increased 17% on the year to the equivalent of 1.96 million compensated gross tons in the January-June period, according to data released Tuesday by the Shipbuilders' Association of Japan. Improving conditions in the global economy have fueled orders for bulk carriers and other vessels, reversing the steep decline that followed the 2008 global financial crisis. "This year's orders have been consistently higher on the year since spring," association Chairman Takao Motoyama said at a news conference Tuesday. But he acknowledged that the figure should be higher. First-half orders to Japanese shipbuilders fell far short of China's 5.24 million compensated gross tons and South Korea's 5.35 million compensated gross tons. China has benefited from brisk demand, while South Korea's containership orders have recovered sharply thanks to increased competitiveness on the back of a weak won. **Source: NIKKEI.com**

Malaysian shipyard IPO expected to raise over RM1bn

MISC's shipyard unit is expected to raise over RM1bn from its planned initial public offering. The IPO of Malaysia Marine and Heavy Engineering (MMHE) on Bursa Malaysia was approved by MISC shareholders on Tuesday. A circular from MMHE said it gave an indicative pricing of RM3.80 per share raising gross proceeds of RM1.04bn to RM1.16bn. MISC said MMHE would receive gross proceeds of RM995.6m if the shares were issued at the IPO price, and that it would be utilised for a yard optimisation programme, capital expenditure in Turkmenistan and listing expenses. The listing is expected to take place by the end of October. **Source: searadeasia-online**

Onega Shipyard launches a bulk carrier

Onega Shipyard (Petrozavodsk, Russia's Karelia) has launched the sixth 4,500dwt multi-purpose dry cargo ship of project DCV33, the Marine Engineering Bureau press release said. The ship was named [Captain Zhikharev](#) designed and built to the Germanischer Lloyd class: Hull: 100 A5 E2, G, DBC, SOLAS II-2, Reg.19, Multi Purpose Dry Cargo Ship, Equipped for Carriage of Containers; Machinery: MC E2 AUT.

The vessel belongs to a class of European coaster meeting commercial and port requirements adopted for traffic between the ports of the European Union, with a conventional length up to 85 meters, gross tonnage of 3,000 tons, one cargo hold and the maximum possible for such vessels dwt (about 4500 tons). Unlike other coaster designed by MEB (Project 003RSD04, Caspian Express type) the DCV33 project vessel has unlimited navigation area and was not intended for operations on inland waterways.

Keel-laying of the lead ship of a series EMI PROUD was held in September 2007, commissioned in November 2008. Overall, there have been five ships of the project delivered to the customer.

Onega Shipyard was founded in 1944. The enterprise is situated on the shore of Lake Onega in Petrozavodsk. In 2002 the shipyard started a large-scale modernization of its facilities, upgrading equipment, staff training. Now the company has been able to fulfill 'turnkey' contracts for building ships. The shipyard annually delivers to the customer, three ready-to-sail ships. In 2011, Onega Shipyard expects to deliver four new vessels. Marine Engineering Bureau is private design office and engineering firm, recognized by Russian Maritime Register of Shipping, Russian River Register and Shipping Register of Ukraine. **Source : PortNews**

Daewoo Shipbuilding to build submarine for Korean navy

Daewoo Shipbuilding & Marine Engineering Co said that it has won an order to build a submarine for the South Korean navy. It added that the 1,800 tonne submarine will be delivered by 2016. Daewoo Shipbuilding didn't provide the value of the order. So far, Daewoo Shipbuilding has built nine submarines for the Navy. It is also building another submarine. **Source : yonhapnews.co.kr**

Navy project could expand SA shipbuilding



South African shipbuilding company [Damen Shipyards Cape Town](#), part of the Dutch owned Damen shipbuilding group, would consider expanding its facilities in Cape Town if the South African Navy's (SAN) Project Biro materialised.

Photo : Piet Sinke ©

This is one of the options that the company is considering should it succeed in winning the tender for Biro, which is expected to see the SAN order a total of at least seven patrol vessels, divided into inshore patrol vessels (IPVs) and offshore patrol vessels (OPVs).

Currently, the company's facilities in Cape Town can build vessels of up to 60m in length, which means it would have no difficulty building the IPVs, which, internationally, tend to be 50m to 60m long. The larger OPVs cannot currently be produced at the company's facilities in South Africa.

The company is also looking at two other options for building the OPVs. "We could also work with another company in South Africa with larger facilities, and build them at these," said Cape Town director Frank Rebel. Damen is the largest

shipbuilder (in terms of size of vessels) in South Africa, but the country also possesses major ship repair companies with large facilities that could be adapted to build the OPVs.

The third option would be to build the OPVs overseas, in other Damen yards, probably in the Netherlands. "But we would like to bring them here to fit them out," Rebel stated. This is what was done by Damen with the Department of Environmental Affairs and Tourism patrol vessel [Sarah Baartman](#).

The IPV's would operate up to 50 nautical miles (nm) off the coast, while the OPVs would operate out to 200nm from the coast which is the limit of South Africa's exclusive economic zone. It is hoped that the SAN will release a 'request for proposals' within the next few months. The Navy would use these vessels to replace its three remaining strike craft, now converted to act as OPVs, and its four minehunters. [Damen Shipyards Cape Town](#) was created when the Dutch group took over [South African company FarOcean Marine](#).



The [JASCON 18](#) seen under construction along the Yangtze River (China).

Photo : [Sjaak Broere](#) ©

Official visits Goa Shipyard

Bhaskar Chatterjee, Secretary, Union Department of Public Enterprises (DPE), visited Goa Shipyard Limited (GSL) at Vasco recently. During the visit, a presentation was made to Mr. Chatterjee regarding the growth of GSL.

He was also given an overview of the corporate social responsibility activities and progressive efforts on corporate governance put in place by the company. The secretary was apprised of the modernisation plan and progress by Vineet Bakhshi, Chairman and Managing Director of GSL.

Mr. Chatterjee appreciated the efforts of GSL in upgrading the shipyard to be able to build sophisticated and high value ships such as mine counter measure vessels, said an official spokesman of GSL on Wednesday. [Source : The Hindu](#)

Bangladesh to built Danish ferry

In an interesting departure from the norm, a Danish ferry company, Hundested-Rørvig, has ordered a double-ended ferry from a Bangladesh shipbuilder. The vessel will be the first newbuilding the company has ordered in more than 50 years. Designed by the Danish naval architect firm Jorgen Petersen AS, the ferry will be 50m long, have a beam of 11.20m, a draught of 2.2m and will be able to carry 28 cars and 147 passengers. Two 368kW diesel engines will provide a service speed of 11 knots. **Source : The Motorship**

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Overview of the **EUROMAX terminal** in Rotterdam - Maasvlakte - **Photo : Marijn van Hoorn ©**

General Maritime Corporation Announces Time Charter Agreements for Six Double-Hull Vessels

General Maritime Corporation announced that it has reached definitive agreements to enter into time charter contracts for six of its vessels with Trafigura, one of the world's leading international commodity traders that specializes in the oil, minerals and metals markets. Founded in 1993, Trafigura has 67 offices located in 44 countries throughout Europe, Africa, Asia, Australia, and North, Central and South America. The six vessels under contract include the Genmar Hercules and the Genmar Atlas, both 2007-built VLCCs, the **Genmar Argus** and the **Genmar Spyridon**, both 2000-

built Suezmax tankers, as well as the [Genmar Defiance](#) and the [Genmar Daphne](#), both 2002-built Aframax tankers. Each of the six time charters, which are expected to commence on or around October 15, 2010, are for one year and come with a one-year optional period. These agreements represent approximately \$60 million in contracted revenue for the Company during the first year and up to approximately \$66 million in additional contracted revenue if each one-year option is exercised by the charterer. John Tavlarios, President of General Maritime Corporation, commented, "We are pleased to significantly expand our time charter coverage by entering into these time charter contracts, with Trafigura, the third largest independent oil trader in the world with more than two million barrels of crude and oil products traded daily, and intend to build upon our initial relationship. These agreements are consistent with General Maritime's flexible deployment strategy that provides shareholders with sizeable fixed revenue streams while maintaining the ability to benefit from future rate increases. With this transaction we will have approximately 40% of our 2011 operating days booked on time charters totaling approximately \$130 million in contracted revenue for 2011, assuming all the options are exercised. With a large portion of our modern double-hull fleet secured on time charters with high-quality counterparties, General Maritime remains well positioned to achieve stable financial results."
Source: General Maritime Corporation



The [Daio Creacion](#) sailing from Southampton – **Photo : Andrew McAlpine ©**

The OLEG STRASHNOV will depart SUNDAY 08 :00 hrs It from the Waalhaven and is shifted to the Maasvlakte (port number 8237) near the DFDS location, on this location IHC-Merwede will continue with testing of the equipment onboard.

Hyundai Engineering to build terminals at new Khalifa port

Hyundai Engineering and Construction Co has won a \$329m contract from Abu Dhabi Ports Co (ADPC) for site works at its offshore terminal facility at the new Khalifa Port and Industrial Zone. Hyundai will provide project management, design, procurement, construction, testing and commissioning of all civil works associated with the construction of a 1,000mtr semi-automated container terminal and a 1,400mtr break bulk and general cargo terminal. The new Khalifa port, which is located midway between Abu Dhabi and Dubai at Taweelah, will have initial capacities of 2m TEU of containers and 9m tonnes of general cargo when it becomes operational in the fourth quarter of 2012. When all phases of Khalifa Port are completed, it will have a capacity of 15m TEU of containers and 35m tonnes of general cargo. **Source: seatradeasia**



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The **SEA AXE 5009 IV** seen passing Hoek van Holland outward bound from Rotterdam

Photo : Annette Barendregt ©

APM Terminals Takes Over Brazilian Berth

Brazilian President Luiz Inacio Lula da Silva (known as Lula) visited the Port of Itajai in Brazil's Santa Catarina State on Monday, September 13th, for the official handover of the reconstructed Berth 2 to the Itajai Port Authority. APM Terminals Itajai S/A which owns and operates a terminal concession in that port, will now take over the 273 meter Berth 2 from the Port Authority and continue and finish the reconstruction with the installation of crane rails and electric power infrastructure for quayside ship-to-shore cranes. "We are grateful for the massive reconstruction effort undertaken by the Brazilian Government following the flood, and we are pleased to report that with renovations well underway, the Port of Itajai will be even better prepared to face the challenges in Brazil's exciting economic growth" said APM Terminals Itajai Managing Director Walter Joos.

The Flooding of the Itajai-Acu River in November 2008 caused severe damage to the Port, washing away two berths and temporarily halting port operations. An official State of Emergency was declared by the Brazilian Government, and the deaths of over 100 people were caused by the natural disaster. APM Terminals expects to finalize the berth and yard construction of Berth 2 during the next months. Once completed, berth no. 1 and 2 will provide a combined berth length of 558 meters. APM Terminals also has priority berthing at Berth 3, until 2012. Dredging of the river to a channel depth of 14 meters is expected to begin later this year. The current depth is 10.5 meters, restricting calls from larger vessels. The Shipping Community is pushing the Authorities to include the construction of a new 450 meter turning basin, to allow the Port to accommodate the future generation of vessels. The Port Complex of Itajai, which includes terminals operated on the opposite side of the river, was Brazil's second-largest containerport, after the Port of Santos, with throughputs of approximately 682,000 and 694,000 TEUs respectively in 2007 and 2008. Due to the flooding damage Itajai's container volume fell to fourth place among Brazilian ports in 2009, with combined volume of 593,000 TEUs. Container throughput at Itajai's terminals has soared by nearly 78% during the first six months of 2010, with total volume for the year projected to exceed 1,000,000 TEUs. Demands on Brazil's port infrastructure have increased as the Brazilian economy, the largest in South America, has surged by 8.8% during the 1st Half of 2010

compared with the first six months of 2009. APM Terminals also operates Brazil's Ceará Terminal Operator, at the Port of Pecém, and holds a 50% share in Brasil Terminal Portuário, which is constructing a new container terminal at the Port of Santos. "We will be ready to serve our customers in Brazil to an even larger extent and help to meet the need for port capacity" said Joos. **Source: APM Terminals**

European ports show interest in India's Vizhinjam seaport project

Some of the big European ports and port developers have shown interest in the Vizhinjam Multi-purpose Seaport Project, Ports Secretary and Vizhinjam International Seaport Limited (VISL) CEO Sanjeev Kaushik said Kaushik, who returned after a tour to European countries on Sunday, said that he had discussions with ports of Barcelona, Rotterdam and Amsterdam, French shipping line CMA CGM and Portuguese Port Operator Tertir. Port Secretary was accompanied by officials of the project consultant International Finance Corporation. The final project structure and model will be presented on September 23 before an empowered committee led by the Chief Secretary. The State Government also hopes to convene an investors meet for the project in the first week of October either in Mumbai or Thiruvananthapuram, Kushik said. **Source: dredgingtoday**



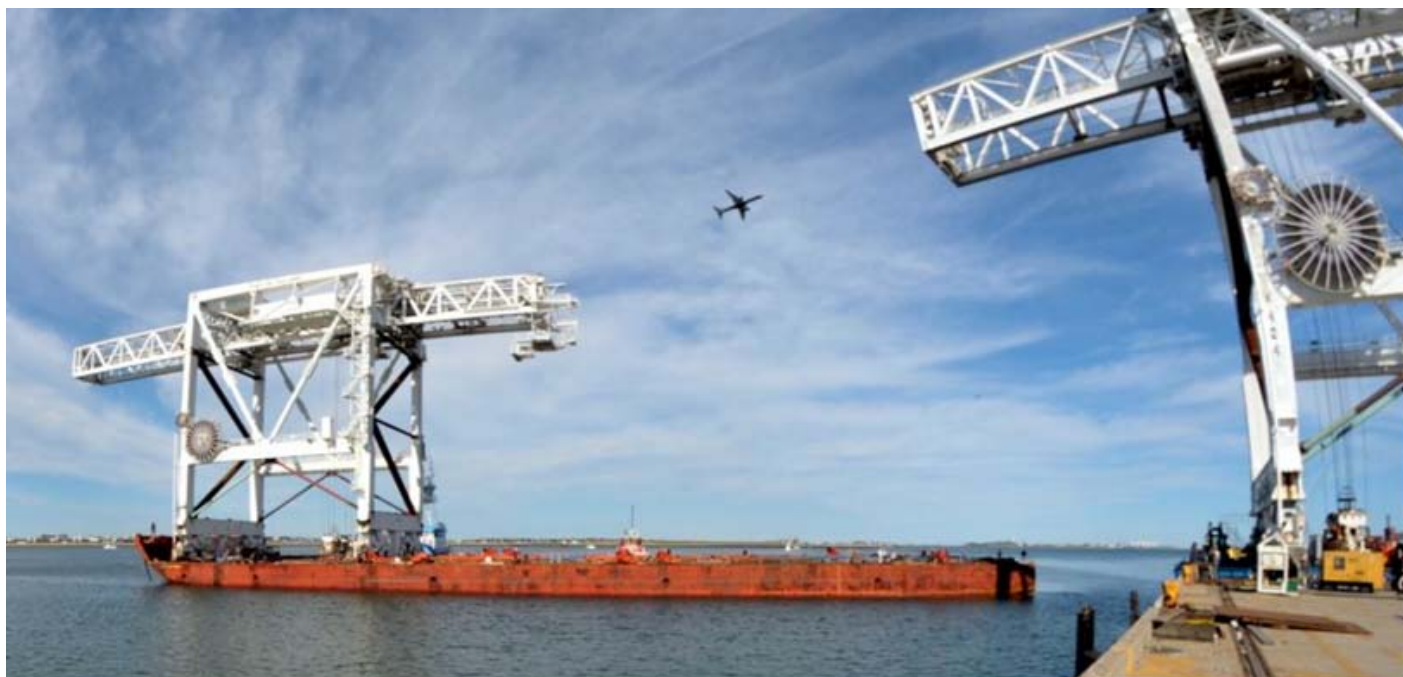
The **BHATRA BHUM** seen westbound in the Singapore Straits – **Photo : Piet Sinke ©**

Container Volume Surges 10 Percent in India

Total volume of containers handled by state-owned major ports in India surged 10 percent in the first five months of fiscal 2010-11 ending Aug. 31, the Indian Ports Association said Wednesday. Container traffic totaled 3 million 20-foot equivalent units, up from 2.8 million TEUs in the same period last year. While almost all major ports boosted their throughput numbers on a year-on-year basis, the biggest gainer was the Port of Chennai. The southeastern hub handled 630,000 TEUs compared with 480,000 TEUs, an increase of about 32 percent over fiscal 2009-10.

The latest IPA data indicates the operational disruptions, following the MSC Chitra-Khalijia-3 collision in the Mumbai harbor Aug. 7, adversely impacted traffic growth at the Port of Jawaharlal Nehru (Nhava Sheva), the country's largest box gateway, where throughput was flat with the year-ago period at 1.7 million TEUs. The smaller container gateways of Kolkata, Tuticorin and Cochin reported modest gains in container movements during the five-month period. Kolkata's throughput rose to 216,000 TEUs from 204,000 TEUs. Tuticorin moved 189,000 TEUs, up from 182,000 TEUs, while at Cochin volume increased to 144,000 TEUs from 129,000 TEUs. According to the IPA, overall tonnage at major ports for April through August was up 1 percent, from 225.5 million tons to 227 million tons, with Kandla emerging as the top cargo handler with throughput of 33.4 million tons. In other maritime news, the Shipping Ministry

said the country's shipping tonnage reached an "all-time high" with 1,029 vessels and 10.1 million gross registered tons as of Sept. 1. "Of these, 693 ships of about 1 million GRT are engaged in coastal trade and the remaining 336 vessels are plying on international trade routes," it said. **Source: Journal of Commerce**



Above seen the barge **CHICAGO BRIDGE** being pulled away from the dock after the successful offloading of the first of 2 low profile container cranes at the **Conley Container Terminal** in South Boston (straight across from Logan International airport) on September 22. The container crane was skidded off, using 4 skid tracks and 8 skid shoes by **Rigging International**, a member of the **SARENS group**.

The loading of the aft crane was featured in the ShippingClippingNews #210 of July 29, 2010.

Photo : Frank van Hoorn ©

Carrier crunch hits LNG sector



The **BW SUEZ EVERETT** seen passing Singapore straits westbound – **Photo : Piet Sinke ©**

A CRUNCH in the medium-term availability of LNG carriers and growth in spot trading are likely to drive freight rates up, a Singapore conference heard today. "The lack of new ships in the current orderbooks, after years of vessel over supply, is likely to evoke a shortage in coming years," Kenneth Wilson, boss at the LNG shipping advisory firm KC Wilson & Associates, told the World LNG Summit in Singapore. Before 2006, the LNG sector faced a vessel oversupply,

with ships were ordered in line with LNG projects and commissioned before projects began, he pointed out. This left LNG carriers waiting for the start of LNG deliveries, added Wilson, who said orders for new vessels have now been cut despite the increase in spot LNG trade in the past two years – which is also driving freight demand.

"The shortage in vessels has become more apparent in recent weeks," said Wilson, who noted a jump over the past month in average carrier rates, from \$25,000 for a 90-day voyage to \$45,000. LNG newbuilding orders have plunged by about 10% since 2006, which means that far fewer modern ships are available, he told delegates. "Recently, some new orders have been placed for vessels, but the overall fleet is still likely to become more tightly balanced, which will lead to a rise in freight rates," Wilson predicted. **Source : Fairplay24**

Excelerate, Repsol to build second LNG terminal in Argentina

Excelerate Energy LLC, a Texas-based natural-gas trader, said it will build a liquefied natural gas terminal in Argentina for a group headed by Spain's Repsol YPF SA. The terminal, expected to be completed by May 2011, will deliver 500 million cubic feet of natural gas per day, Excelerate said today in an e-mailed statement. The LNG terminal will be the second such port in Argentina. Excelerate built the first one, operated by the same Repsol-led group. State-controlled energy company Enarsa also has a stake in the group. Argentina has faced energy shortages during Southern Hemisphere winters since 2004 as economic growth spurred demand.

Industrial consumers such as Dow Chemical Co. and Siderar SAIC had shortages in August as the country experienced the coldest winter in 40 years. Argentina doubled shipments of LNG imports to 14 this year to address the shortages. The new terminal will be located on the Parana River near the city of Escobar in the central province of Buenos Aires. A 150,900-cubic-meter regasification ship will be docked at the terminal, Excelerate said. Excelerate is half-owned by U.S. billionaire George Kaiser and the rest by RWE AG, Germany's second-biggest utility. Repsol's local unit, YPF SA, is Argentina's largest energy company. **Source: bloomberg.com**



The **STEN BERGEN** seen enroute Rotterdam – **Photo : Kees Torn ©**

Venezuela to buy Aframax tankers from Russia's USC in \$700 mln deal

Venezuela's state shipping company has signed a deal to buy 10 Aframax oil tankers worth \$700 million from Russia's United Shipbuilding Corporation (USC), USC's Igor Ryabov said on Wednesday "The agreement is for delivery of ten ships to Venezuela by 2016," Ryabov told RIA Novosti. Three tankers will be built at Daewoo plants in South Korea,

three will be built in Russia with the help of Daewoo engineers and four in Russia without assistance, he said. Daewoo will also help build a Zvezda-DSME shipyard at the Zvezda plant in Russia's Far East in 2012-2015 to build Aframax tankers there, Ryabov added. Aframax tankers, used for crude oil transportation, have a deadweight of 100,000 tons, length of over 250 meters, breadth of over 45 meters and maximum draft of 15 meters. **Source: RIA Novosti**



The Hyundai TSHD **GORYO HO** seen moored in Batam (Indonesia) – **Photo : Piet Sinke ©**

Plans for cruise line to Solovki

The regional government in Arkhangelsk seeks Norwegian help to establish a cruise line between Arkhangelsk and the Archipelago Solovki in the White Sea. Finnmark county administration has initiated a study of the possibilities.

At a meeting between the regional governments in Arkhangelsk and Finnmark in Arkhangelsk last week, the Russian side presented drawings of a passenger ship they want to build and put into service between the Barents Region's largest town and the monastery Archipelago of Solovki.

The plan is to build the vessel and operate the route in cooperation with Norwegian interests, says special advisor on transport and communication in the Finnmark County administration Eirik Selmer to BarentsObserver. The Russian side is also interested in having Norwegian cruise liners to visit the islands. The historical spiritual center of Northern Russia on Solovki draws 35 000 tourists every year. It is possible to go by air plane from Arkhangelsk to Solovki, but

most of the tourists come by boat from the Karelian towns of Kem or Belomorsk, thus depriving Arkhangelsk for larges incomes from tourism. The ambition is to get 120 000 tourists per year to visit Solovki.

The Finnmark County administration has ordered a study of the commercial basis for a cruise line between Arkhangelsk and Solovki, and how practical challenges concerning customs, visas and border crossing can be solved if Norwegian cruise liners should enter the White Sea. The study is planned to be ready November 1, and will then be sent to the Arkhangelsk regional government, Selmer says. - When we get such concrete inquiries from the Russian side, it is our ambition to be reliable and come up with a quick response, Selmer says. – When the study has been handed over, it will be up to the Russian side to take the next step, he adds. **Source : BarentsObserver**

.... PHOTO OF THE DAY



MSC Splendida and Sea Cloud seen alongside Grand Harbour Valetta, Malta, 15 sept. 2010

Photo : Arnold T. Slotboom ©

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