

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 269



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**ITC's BOULDER seen arriving in IJmuiden – Photo : Joop Marechal ©**

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The **LUCY ESSBERGER** (ex Multitank Badenia) seen enroute Rotterdam – Photo : Jan van der Klooster ©

## Reders tegen Europese subsidie voor vlootvernieuwing

De redersvereniging KVRN is fel gekant tegen een voorstel om met Europees geld oude coasters te vervangen. Ook de Europese conservatieve fractie, waar de ChristenUnie deel van uit maakt, gaat op 28 september tegen stemmen.

Europees commissaris voor Transport Siim Kallas stelt voor dat de zeer oude Europese kustvaartvloot gesubsidieerd vervangen wordt door nieuwbouw. En liefst door Europese scheepswerven, want die kunnen wel wat nieuwe orders gebruiken. Volgens de redersvereniging KVRN betekent dat oneigenlijke concurrentie en dumprijzen op het moment dat die nieuwe schepen in de vaart komen. Ze krijgen de steun van de vice-voorzitter van de Transportcommissie van het Europees parlement, Peter van Dalen van de ChristenUnie.

'Als je kijkt naar de kustvloot van Nederland, Duitsland, Denemarken, Engeland en Zweden, die heeft een gemiddelde leeftijd van net 12 jaar. Kijk je naar de totale kustvaartvloot in Europa, die is ongeveer 15,5 jaar oud en ook dat is echt nog behoorlijk jong. Dus ik vind helemaal niet dat je moet spreken over een zeer verouderde kustvaartvloot, en ook niet dat je die moet vernieuwen met Europees geld', aldus Van Dalen in het radioprogramma 'Op zee' van de Wereldomroep. Volgens Van Dalen is het vlootvernieuingsvoorstel ingefluisterd door Zuid Europese landen met veel oude schepen, hij noemt Griekenland. 'Als je dat gaat doen wordt de capaciteit veel te groot, dan kelderen de tarieven. Maar er is nog een nadeel, juist voor de rederijen in de meer noordelijke Europese landen. Die hebben een jonge en moderne vloot, die hebben veel geïnvesteerd in nieuwe en ook milieuvriendelijke schepen. Die worden dan beconcurrerd door andere landen die bovendien nog Europees geld zouden krijgen. Dat moet je niet willen.'

Van Dalen probeert met name de liberale en de Christen-democratische fracties in de Transportcommissie van het Europees parlement te overtuigen om tegen het voorstel te stemmen. 'Ik hoop dat het lukt, maar uiteindelijk wordt het best spannend.' Bron: [www.opzee.nl](http://www.opzee.nl)

## World's oldest steamship returns to London

**SS Robin**, the world's oldest complete steamship, arrived at the Port of Tilbury on Saturday after London's principal trading port stepped in to offer the newly restored ship a home. After successfully completing two years of major conservation works the historic ship, one of London's only three Core Collection ships, left Lowestoft last Friday, arriving at Tilbury the next day. After being delayed by adverse weather conditions since Sunday 12 September, London's **SS Robin** arrived back on the River Thames having celebrated its 120th anniversary on Thursday.



The tug **PRINCETON** seen departing from Lowestoft enroute the port of London – Photo : Terry Quantrill ©

The £1.9m programme of conservation works, funded by Crossrail, was completed on **SS Robin** this summer, converting the 1890 built ship into a dynamic floating museum for 21st Century London. Before it reaches the capital, the SS Robin has been given a temporary home by Forth Ports PLC, owners of the Port of Tilbury, while the Trust



which owns it evaluates options for its future base in the capital. Regarded as one of the most important British built ships, **SS Robin** will spend the final stage of its journey to London at the capital's Port of Tilbury after being restored to its former glory at Lowestoft.

**SS Robin** project director David Kampfner said, 'The ambitious, world first concept which has been created for SS Robin displays the entire ship to the world for the first time. Observers, followers and friends of the Trust will now be able to see the newly restored ship on her brand new bespoke floating dock. We're delighted to bring **SS Robin** to Tilbury. After two years of intensive conservation work, Tilbury offers a secure base to assess her future long term home in London. We're very excited to finally bring this important historic vessel back to the Thames.' Perry Glading, managing director of the Port of Tilbury said, 'The Port of Tilbury was open for business in 1886, just four years before the **SS Robin** was launched, and both have made an important contribution to the history of industrial entrepreneurship that made this country so successful. Shipping remains vital to our economy and as London's major port Tilbury continues to have a crucial role in boosting the capital's economy. This is a great opportunity for us to have the SS Robin at Tilbury and to play our part in ensuring this vessel is able to continue to make her own contribution to the capital's economy by bringing the history of merchant shipping alive for future generations.'

London's Mayor Boris Johnson has voiced his support for the project, saying, 'I fully support the ambitious plans to transform this historic ship into a dynamic educational museum that will be a great learning source for schools. History is immensely important and I can think of no better way of learning than aboard a floating museum, packed with interesting facts and hidden treasures.' **Source : Maritime Journal ©**



The **SAMPSON** seen arriving in Rotterdam-Waalhaven – **Photo : Chris Beuker ©**

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## CTX completes VLCC design study

The Centre for Tankship Excellence (CTX) has completed a study entitled; 'The Impact of EEDI on VLCC Design and CO2 Emissions'. In this study, CTX analysed a VLCC owner's response to both EEDI and a carbon based bunkers tax

The results indicated that, under reasonable assumptions, EEDI will result in a slight increase in VLCC operational CO2 emissions. Even under an unrealistically optimistic set of assumptions, the Phase 2 CO2 reduction is less than 3%. CTX said that the reason why EEDI is so ineffective at reducing VLCC CO2 emissions was two-fold: -

- 1) EEDI does not limit CO2 emissions directly. For VLCC's, EEDI mainly limits installed power. But at current and expected bunker prices, a non-EEDI VLCC owner/term charterer uses all the installed power only in a full boom, or about 10% of the ship's life. For the great bulk of her life, a non-EEDI VLCC uses little or no more power than an EEDI compliant ship.
- 2) In limiting installed power, EEDI induces owners to use smaller bore, higher rev/min engines, which means that the EEDI-compliant VLCC will consume more fuel than the non-EEDI ship when the market is not booming, which is most of the time.

In contrast, CTX found that VLCC owners will respond to a \$50 per tonne CO2 tax (\$150 per ton BFO cost increase) by reducing speed in all but booms, thereby reducing VLCC CO2 emissions by about 7% over a market cycle. And unlike EEDI, a tax (or an equivalent ETS permit price) will apply to all VLCCs, including those already trading. There is good reason to believe that the same analyses applied to smaller tankers and bulk carriers will arrive at very similar conclusions, CTX said. **Source: Tanker Operator**



The containership **Kota Pekarang** seen arriving at Lyttelton September 22<sup>nd</sup>, The ship which is chartered to Singapore Company PIL operates between New Zealand and Asian ports. **Photo : Alan Calvert ©**

## **Vessel glut keeps Arabian Gulf tanker rates unprofitable**

The cost of hiring supertankers to ship 2 million barrel cargoes of Middle East crude remained unprofitable because of a glut of vessels. Daily returns from the industry's benchmark Saudi Arabia to Japan route rose 1.3 percent to \$8,565, according to the Baltic Exchange in London. Frontline, the largest operator of the vessels, needs \$30,900 a day once finance repayments are included. Rates were last above that in June. In a report, Martin Sommerseth Jaer and Erik Nikolai Stavseth, analysts, Arctic Securities, Oslo, said: "The tonnage list stubbornly refuses to shrink."

There's been a 20 percent to 25 percent surplus of vessels competing for cargoes in the region since Aug 24, according to Bloomberg surveys. Supply is being swelled by newly built ships, RS Platou Markets, an Oslo based investment bank, said in a report today. Eighteen supertankers a quarter will be delivered until the end of next year, Platou estimates. Charter rates measured in Worldscale points fell 0.1 percent to 47.46, according to the Baltic Exchange. The Worldscale rate for the Saudi Arabia to Japan route is used as the basis for settling most bets on the future cost of shipping oil on supertankers. To calculate daily returns, the Baltic Exchange uses a formula that subtracts ship fuel expenses and port dues. Costs and rental income don't always move together. **Source: Bloomberg**

## S/T "MEGAS ALEXANDROS" TOWING M/V "MOUNT ATHOS" THROUGH THE BOSPHORUS STRAITS



On 8th September 2010, TSAVLIRIS mobilized the salvage tug "**MEGAS ALEXANDROS**" from her Piraeus salvage station, to the assistance of the M/V "**MOUNT ATHOS**" (GT 4,105, DWT 6,587) disabled about 35 n.miles South East of Kastelorizon Island. The vessel was safely towed to Varna - arrived on 16th September 2010.



## Verdict for EUNAVFOR case in Kenya

EU NAVFOR welcomes the second judgement, which was delivered Thursday 23 September, in a Kenyan prosecution in connection with the interdiction of a pirate group by an EU NAVFOR warship. The conviction involved seven Somali men accused of acts of piracy. The presiding Magistrate, the Hon Ole Tanchu, delivered the verdict at the Mombasa Law Courts on 23 September, sentencing the seven Somali men accused to prison sentences of five years.

The conviction relates to the attack on the Merchant Vessel Anny Petrakis on 7 May 2009. The Master of the Vessel called for help and a Spanish warship, the Marques de la Ensenada, operating in the area under the command of EU NAVFOR, was able to intervene. The warship sent its helicopter to the scene to repel the pirates. They only surrendered when the helicopter fired several warning shots. The pirates were subsequently apprehended and transferred to Kenya for prosecution. EU NAVFOR has to date transferred 9 groups of suspected pirates comprising 75 individuals to the Kenyan authorities for prosecution in the Kenyan national courts. Earlier this month, the first of the 9 cases was concluded when the Chief Magistrate sentenced another 7 men to 5 years imprisonment. October and



November are expected to be busy months for the Kenyan courts with a variety hearings being held in the other 7 ongoing cases including a final judgement in one of them. Prosecutions are conducted by Kenyan prosecutors under Kenyan Law before a single magistrate. EU NAVFOR officers work closely with Kenyan prosecutors and the local police with regard to the preparation of the prosecution case. The maximum sentence upon conviction for piracy offences in Kenya is life imprisonment; under Kenyan Law – and indeed as a precondition for suspected pirates being transferred by EU NAVFOR – capital punishment is not available. In all cases the accused persons have had the benefit of legal representation. **Source: Eunavfor**

## Dirty Arrest

Yemen announced on last week Saturday the arrest of a Maltese-flagged ship for throwing prohibited materials in the Yemeni territorial waters. Head of the Yemeni Coastguard Authority Ali Rase'a said that the coastguard forces have captured a Maltese ship called "**Sichem Fenoi**" and was anchored in Mocha port.

Following departure from Aden port, the ship threw on Friday 25 plastic 20-liter canisters laden with liquid materials, believed to be prohibited, 30 nautical miles off Aden port, Rase'a said. The Coastguard Authority has notified General Authority for Marine Affaires, which ordered to capture the ship and disallow the ship's captain from sailing in the Yemeni territorial waters or among the Yemeni ports, he said. The materials are being analyzed now and based on the results the case will be submitted to the general prosecution in accordance with laws. **Source : ShipTalk**



The **CS SAFE** seen anchored off Singapore – **Photo : Piet Sinke ©**

## Weak peak season prompts Asia-Europe capacity cuts

SHIPPING lines are planning to pull more ships from the Asia-Europe trade in anticipation of a flat peak season and falling freight rates, International Freighting Weekly (IFW) reports. In the lead up to the second half of the year, carriers signalled their intention of imposing peak season surcharges in the third quarter, but few, if any, will make good their threat.

Birmingham-based forwarder, FCL UK director Purvinder Tesse, said rates on the trade have already been dropping over the past eight weeks as extra shipping capacity has come on stream. "This has been further affected by the lack of a peak season," said the forwarder. "We have therefore been warned that withdrawals would begin from October

12. The lines hope that if they cut capacity now, rates will remain buoyant until after Chinese New Year [February 3]," he said.

Another forwarder told IFW that industry insiders believe that much of the tonnage that has been injected into the trade over the course of the year will be removed. Despite the reduction in supply, ship lay-ups are not expected to reach the record highs of 2009 with carriers reportedly opting to idle vessels for one of two roundtrips instead. This will enable the lines to quickly deploy these vessels if demand is higher than expected. **Source : Schednet**



The **RT 80-28 Fi-Fi-1** tug **MIDLUM II** (yard number H896) left the builders, ASL Shipyard in Singapore, for yard trials as can be seen above.

**Photo : Paul Fiset ©**

## Call To Arms

More than 930,000 seafarers have signed a petition calling for immediate global action to bring an end to piracy. Twelve boxes containing the petition were handed to the UN International Maritime Organisation at its London headquarters. Shipping is under increasing threat around the world, with attacks off the coast of West Africa and in the Far East. Somali pirates alone are holding 354 sailors. The petition was organised by a coalition of groups including unions, ship operators and welfare organisations and presented on World Maritime Day. The BBC's Martin Plaut says the size of the petition reflects the real anger of sailors around the world, who feel that their plight is ignored by the international community.

Signatories want governments to take immediate steps to secure the release of kidnapped seafarers. They are also calling for "significant resources and concerted efforts to find real solutions to the growing piracy problem". An international task force was set up in January 2009 to combat piracy in the Gulf of Aden and off the eastern coast of Somalia, covering an area of approximately 1.1 million sq miles. It's the huge distances which are the problem, according to James Grady. He was an officer onboard the tanker Sirius Star when it was hijacked off the coast of



Kenya in November 2008. "People who don't work at sea just can't imagine the distances that are involved," he told the BBC. "It's millions of sq miles of ocean to cover and you would need hundreds of thousands of warships to be truly effective."

Almost a million signatures in a dozen boxes – seafarers want governments to act to end piracy David Cockroft, general secretary of the International Transport Workers Federation (ITF), which represents many sailors, hopes the petition will help to draw attention to the dangers which seafarers face. But he also concedes that the long-term solution has to be political: "Ultimately we also need to solve the political problems of Somalia to ensure there is no impunity and that people cannot simply hijack ships then when they are arrested be released and free to hijack another ship again in two or three weeks' time." **Source : ShipTalk**



The **Aquila Explorer** leaving Tanjung Benoa (Bali) direction South East for continuation of 4500 line seismic towards Australia

Photo : Erik Th. Matzinger ©

## NAVY NEWS

### Giant sub turns thirty

The first of the Typhoon class submarines, and the only that still remain in service, turns 30-years this week. She sailed out from the naval yard in Severodvinsk the last week of September 1980 as the largest nuclear powered submarine the world has ever seen. The 170 meter long missile submarine scared her observers. She could carry 20 intercontinental missiles with a total of 200 nuclear warheads.

The first of the class, the TK-208 is today named "**Dmitri Donskoy**." After serving for the Northern fleet in the last decade of the Cold War, the vessel is again back in Severodvinsk, now serving as the test-platform for Russia's new up-coming ballistic missiles, the Bulava.

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Three of "**Dmitri Donskoy's**" sister vessels are scrapped, while two others, the "**Severstal**" and "**Arkhangelsk**", are placed in reserve. All test-launches of the Bulava missile have taken place from onboard "**Dmitri Donskoy**." So far, 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.

Last week BarentsObserver reported that another test-launch soon will take place. Not everyone celebrate their 30-years birthday by launching a "rocket" that can (if it works) fly half the way around the planet.

Turning thirty this week, "**Dmitri Donskoy**" is also the oldest of the nuclear powered submarines in the Russian Northern fleet that still are in operation. The submarine has two nuclear reactors onboard. **Source :** BarentsObserver



The British Type 42 destroyer **MANCHESTER** copes with heavy seas in the wake of Hurricane Igor  
**Photo : MOD**

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## Marine doneert sporttoestellen aan naschoolse opvang

Blijde kindergezichten in het parochiehuys van de Santa Maria kerk op Curaçao. Gisteren ontving de naschoolse opvang Eksitoso sporttoestellen van de Koninklijke Marine.



Bij Eksitoso, die sinds drie weken actief is, worden vijftig kinderen in de leeftijd van 4 tot en met 14 jaar na schooltijd opgevangen. Daarbij worden vorming, educatie, verzorging en levensbeschouwing in acht genomen. "We richten ons niet alleen op de kinderen, maar ook op de ouders", vertelt oprichter en directrice Nigelia 'Mieke' Cicilia. Ze kijkt tevreden toe hoe twee mariniers de vrachtwagen vol spullen, waaronder ook tientallen eetborden, uitladen. "Ik ben erg blij met de steun van de marine. We moeten het hier met weinig middelen doen, dus we kunnen alle hulp en materialen gebruiken."

## SHIPYARD NEWS

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## Austal CEO steps down in shock decision

Australian aluminium shipbuilder Austal has announced that its CEO Bob Browning, has tendered his resignation. Mr Browning's resignation will be effective from 15 November 2010. The company says he will continue to serve as a member of the Board of Austal USA, which will quell suggestions that his departure may affect US Navy contracts, especially as defence budget cuts are expected.

In response to claims in the media that he will be pursuing another role elsewhere, a company spokesperson said that Bob Browning "has no immediate career plans at this time and is focused on seeing out his current role with Austal".



Austal's Chairman, Mr John Rothwell, will assume the role of Executive Chairman on an interim basis, "while the company evaluates its future requirements". Mr Browning joined the Austal Board in 2003 as a non-executive director and in 2007 was appointed to the role of Chief Executive Officer of Austal USA.

In this capacity, Mr Browning established a strong USA based team focused on the needs of the US Navy and developing the strategically important JHSV and LCS opportunities. In 2008, Mr Browning was appointed to the position of Managing Director and Chief Executive Officer of Austal.

In his role as Managing Director and Chief Executive Officer, Mr Browning led the bid strategy for the current LCS proposal and worked closely with Federal, State and City authorities in the United States of America to promote Austal's interests. **Source : Baird Maritime**



The **FREEWINDS** seen in drydock at the CDM in Willemstad (Curacao)

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

## **ROUTE, PORTS & SERVICES**

# **Varun Shipping eyes vessel buys, expansion**

Oil and gas carrier Varun Shipping Co Ltd is looking to acquire vessels in tanker, offshore and liquified petroleum gas segments, its vice chairman and managing director, said on Friday. "We will be looking at ship acquisitions both in India and overseas," Yuddhishtir Khatau told reporters on the sidelines of India Shipping Summit. The firm has a fleet of 20 across the three segments, he added. It is also scouting for new markets in Brazil and Australia, Khatau said without giving a timeline. Globally, shipping companies were mauled by the economic downturn last year as freight rates hit rock bottom and demand plunged.

Now, with a spurt in demand in fast-growing Asian countries, company officials and analysts expect an improvement.

"There has been an improvement compared to last year both in rates and utilisation. Utilisation is about 80 percent in LPG and 60-70 percent in offshore," Khatau said. "Rates are still soft. Rate improvement should take place in the winter month." **Source : DNA India**

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The **OCEAN OUTBACK** seen returning to the builders, Drydock world (Batam) after trials last Friday, The livestock vessel **OCEAN OUTBACK** and sister **OCEAN SWAGMAN** were ordered in August 2008 by Wellard and Siba Ships for an US\$250 million contract the ships are able to carry 17,000 cattle or 70,000 sheep or a combination of the two.

**Photo : Piet Sinke ©**

## Port to double capacity



The R5.4-billion, five-year expansion programme at the Cape Town container terminal continues to transform South Africa's second largest container facility into a modern facility that will be capable of handling nearly double its existing cargo capacity by 2012.



The **MAERSK DUBROVNIK** seen in the port of Cape Town – Photo : Aad Noorland ©

Major dredging, deepening and refurbishment work on the second of four berths is well underway and will be completed by May 2011. The first 100m of Berth 602 has been handed over recently to terminal operations. Coupled with the already refurbished Berth 601, this affords the terminal 420m of berth space to accommodate one large 305m vessel along its long quay.

Says Transnet Port Terminal's (TPT) Western Province Terminal Executive, Velile Dube: "There have been some challenges. Most significant of these is the complexity of maintaining uninterrupted operations at the container terminal while it is effectively a construction site. "However we are well on our way towards transforming the container terminal into a modern four berth facility that will assist in meeting the demands of the rapid growth in the container sector." The upgrades to all four berths and the Ben Schoeman Basin will enable larger new generation vessels to enter and 'park' safely at the container facility.

Inside the terminal, the fleet of harbour cranes has been beefed up to improve the efficiency of container handling. On Friday, 27 August, the fifth and sixth Liebherr ship-to-shore cranes were commissioned and worked on their first vessel on Monday, 30 August. These cranes were slipped into position on Berth 601 by specialised trailers on 13 and 14 August. With a total of six new Liebherr cranes in place, Berth 601 offers high productivity container handling that is faster and more efficient. The fleet of straddle carriers in Cape Town is also being phased out in favour of massive rubber-tyred gantry (RTG) cranes, which make better use of limited space by stacking six rows wide, five containers high and 30 deep.

To date 20 RTG cranes have been commissioned and handed over to the terminal, with the remaining eight scheduled for handover between the end of September and the end of October. Four more RTGs and some of the straddle carriers are being transferred to Durban's container terminals. Refrigerated containers, or reefers, will benefit from the handing over on 26 August of 864 reefer plug points in reefer block 1. The overall expansion programme will result in three reefer stacks with a total of 2712 reefer points served by gantry cranes.



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Human capital development has also been a major aspect of the expansion programme. The terminal's new cranes necessitated an aggressive training programme for operators of lifting equipment (OLEs), with 33 OLEs joining operations in August and bringing the total number of newly trained OLEs to 120.



The **MSC LUDOVICA** seen in Cape Town – Photo : Ian Shiffman ©

Additional training in operation of ship-to-shore cranes will take place from January 2011. Dube said the five year expansion project is one of several Transnet projects taking place within South Africa's container sector, with the aim of creating additional capacity ahead of demand. By 2012, the capacity of the terminal will be 1.4 million TEUs, nearly double its existing 740 000 TEU capability.



The **ANGELES B** seen in Willemstad – Curacao

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

## Competition in the port of Piraeus brings promise of better days

The new container Pier I in the port of Piraeus is now almost fully operational, thus enabling the Piraeus Port Authority (OLP) to compete, as well as cooperate with Chinese conglomerate Cosco Pacific Corporation, in terms of the container handling and transshipment business. After a troubling yet at the end successful tender awarding bid, Cosco has taken control of the port's Piers II and III, with Pier III expected to go into service in a couple of years, after extensive investments and infrastructure upgrading. Meanwhile, OLP is charging forward in an attempt to overcome the serious workers' problems that the port faced during the past couple of years, with repeated strikes and work stoppages, plaguing productivity and stature. OLP now has its own Pier, after the completion of works in the eastern wharf and the commencement of operation of the four cranes of Super Post Panamax (SPP) qualifications, as well as RMGs. The Pier began its trial operation in early June and is expected to be fully operational by late of September. At the same time, the Port Authority is moving forward with a series of works to upgrade the port's infrastructure and quality of service, investing almost 11.5 million euros. Most of it (7.5 million euros) is directed towards the new pier to accept cruise ships. Meanwhile, Cosco is also upgrading the services it provides in Pier II, with the container handling terminal already having placed three out of a total of six Super Post Panamax cranes. Those three cranes have a lifting capacity of 43 meters and 65 tons and can service up to 23 containers in width. Still, Cosco and OLP are also partners, bidding together for the control of the new intermodal terminal in Thriasio Pedio, an area close to the port. In order to better accommodate this type of partnership, OLP recently founded OLP Logistics, which will be the authority's "vehicle" in its expansion to similar areas of interest. As a result, the new affiliate will be the one tendering, together with Cosco for the building and operation of the new intermodal terminal, planned by the government. The other ambitious goal set by OLP will be the revival of the ship repair business in the relative industrial zone of Perama, an adjacent area to the port.

Until the end of the year, OLP has set a number of goals, among which is included the further increase of income, in a bid to end the year with profits. Still, this could be rather difficult to be achieved, under the current economic crisis, both international and domestic, not to mention the fact that the container handling terminal, which was recently handed over to Cosco, produced significant earnings. As a result, a large part of the efforts will be directed towards costs control. The authority's main expense, which are personnel fees by a share of 62.5% of the total expenses account, is expected to post a significant reduction, because of the fact that 228 people had already left the port by early June. Another important factor to reduce expenses will derive from the recent law to reduce the country's fiscal deficit, thus resulting in pay cuts of standard wages to all state organizations.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide.



Above seen the [Silver Shadow](#) enroute Japan and anchored in Petropavlosk.  
One not scheduled overnight stop due safety measures relating to Typhoon Malakas.

Photo : Camiel Sleijpen ©

## Shipping Corp to expand fleet, get 57 new vessels

State-run Shipping Corp of India will spend about \$4.3 billion to buy 57 new vessels of which it will get delivery of 27 vessels by the end of FY12, Chairman and Managing Director S. Hajara told reporters "The entire capital outlay for the acquisitions would be funded partly from the proceeds of our proposed follow-on public offer later this fiscal and from cash reserves," he said on the sidelines of India Shipping summit. "I do not see funds becoming an issue for placing orders. Yes, we are a cash-rich company," he said adding he had cash reserves of \$25 billion rupees. Shipping Corp is likely to launch its follow-on share sale in December offering 20 percent stake to generate about \$300 million.

The government-owned shipping company, which has a fleet of 74 vessels, plans to double its capacity to 10 million deadweight tonnes over the next five years, he said. SCI expects to receive expression of interest from Indian Shipyards for picking up a stake in the later by October. "We have asked them for an EOI. Only after we get it, will we do the due diligence," he said adding, it was interested only in a minority stake in Indian Shipyards. Hajara said shipping rates would be under pressure at least till the end of 2011 due to supply-side pressures. Shares of Shipping Corp of India closed at 162.50 rupees on Friday, up 0.31 percent in a Mumbai market that ended up 0.93 percent.

Source: Reuters



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

## Jan de Nul is low bidder for new lock on River Meuse

Jan De Nul says it is the lowest bidder for the construction of a new lock in Ivoz-Ramet on the river Meuse, upstream from Liège. The new lock, with dimensions of 225m x 25m, will make the Meuse between Namur and Liège more accessible for vessels up to 4,500 tons.

The construction of the lock is challenging because it is located in the middle of the River Meuse. The existing lock needs to remain in service during the entire project. The contract will be carried out in a joint venture with Galère (Royal Bam) and is worth Euros 43.83 million.



Works is due to start in March 2011 and will take 45 months to complete. **Source : Dredging News Online**



Boskalis TSHD **SHOALWAY** seen in IJmuiden – **Photo : Marcel Coster ©**

## Maritime Innovation Award Nomination for TrustLube!



Nominated concept: TrustLube's Environmentally Responsible Lubrication Technology

TrustLube is very proud to announce that they have been nominated for the 2010 Maritime Innovation Award! Their concept is described by the jury as "A responsible lubrication system based on technology developed in-house, resulting in a lower impact on the environment due to lower lubrication grease consumption and a reduction in repair costs." The final

winner will be announced during the Maritime Awards Gala in Amsterdam on Wednesday 10 November 2010.

Over the past few months, TrustLube has set up an environmental management system according to ISO 14001. In this way, they wish to guarantee a structural focus on the environment in their business operation. They wish to control and try to improve our performance levels in the area of the environment too. In November, they hope they will be able to add this certificate to the certifications that they have already achieved: ISO 9001, OHSAS 18001 and SCC Petrochemical.

**Please note that the Red Baroness in yesterdays Newsclippings is not owned by Taylor and Taylor.  
For the last two years she has been owned by Coast Lines Shipping Ltd, of Cork, Ireland.  
Source : Bernard McCall**

## Lamnalco mobilises newbuild OSV to Australia

Lamnalco has mobilised an additional new-build OSV to Western Australia. The '[Lamnalco Griffin](#),' is a Robert Allen designed Rampage 5000, twin Azimuth Stern Drive (ASD) Tanker Assist Tug and Field Supply Vessel. The vessel is fitted with controllable pitch propellers to its twin stern drives and bow thrusters.

During the vessel's delivery trials it achieved a maximum ahead bollard pull of 88 tonnes and an astern bollard pull of 81 tonnes. This is achieved as a result of the vessel's unique design and her high performance thrusters and main engines. The '[Lamnalco Griffin](#)' is classed "Fi Fi 1 with water spray, AUT-UMS" and fitted with DP1. At approximately 50 metres in length overall, the '[Griffin](#)' can carry and deliver over 650 cubic-metres of fuel plus additional freshwater and deck cargo. The vessel will operate on a term contract offshore Western Australia. Source : Baird



According himself, the most *handsome pilot* operating in the port of Rotterdam, ([but I leave this upto the readers](#) ☺) above seen shippingnews contributor [Rik van Marle](#) in action onboard the [KRVE 59](#) near Vlaardingen to take photos of ships for the newscippings.

Photo : Jan Caspers ©

## Vinalines lays out plans to treble fleet size to 10m dwt

The latest issue of regional shipping e-newspaper Seatrade Asia Week is out and carries a lead story on the dramatic plans for growth at Vinalines. A senior Seatrade correspondent caught up with Vinalines chairman Duong Chi Dzong in Hanoi this week. Dzong revealed plans to treble the size of his fleet in the coming decade to around 10m dwt. The

plans call for a greater diversification of the fleet, with more containerships of up to 2,000 teu and a number of aframax tankers.

Inside the newspaper there are reports from across the region, including the worrying rise of piracy in the South China Sea, the Indian flagged fleet surpassing 10m dwt for the first time, while editor Marcus Hand looks at the increasingly tense standoff between shippers and the containerlines in this week's analysis. No other shipping title has invested in such a wide, expert network of Asian correspondents. Seatrade Asia Week comes out 50 times a year and is priced at just \$300 a year. **Source : Seatrade Asia**

## **OLDIE – FROM THE SHOEBOX**



The former hydrographic research vessel **SNELLIUS** was found in September 1994 at a scrapyard in Nieuw Beijerland.

After a career with the Dutch Royal Navy which started in 1952 she was decommissioned during 1977, she served afterwards as accommodation vessel (in drydock) at Wilton Fijenoord Repair Yard at Schiedam and was planned to be restored by VVKM volunteers after her services at the shipyard and to become a museum vessel in Den Helder, but this plans failed due to asbestos problems and not having a proper location for the vessel, and the **SNELLIUS** was towed away October 12<sup>th</sup> 2007 from Den Helder to Italy

**Foto : Capt. Frank Haalmeijer ©**

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





The semi-submersible oil rig **ATWOOD SOUTHERN CROSS** moored at Rig Area offshore Malta on Sunday 19th Sept  
Photo : Capt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©