

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 271



Number 271 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Tuesday 28-09-2010**

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

Simply reliable



AVRA
TOWAGE BV

Avra Towage BV
Scheepmakershaven 32b
3011 VB Rotterdam
chartering@avra.nl
0031 10 281 0886

www.avra.nl



The SEABOURN SOJOURN seen enroute Amsterdam – Photo : Marcel Coster ©

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore

PLEASE SEND ALL PHOTOS / ARTICLES TO :

newsclippings@gmail.com

If you don't like to receive this bulletin anymore :

To unsubscribe click [here](#) (English version) or visit the subscription page on our website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

EVENTS, INCIDENTS & OPERATIONS



Above seen last Friday a part of the Britoil fleet laid-up / stand-by at the Britoil (Batam) base – **Photo : Piet Sinke ©**

Dry Bulk: Freight Rates Continue to Fall on Low Activity

The dry bulk market didn't manage to change its fortunes during the past week, with holidays across many Asian countries, predominantly China, had a negative impact on chartering activity. As a result freight rates came under further pressure, with iron ore fixtures posting a continued decline and overall spot chartering activity also facing decreases. According to the latest weekly report issued by Commodore Research, "iron ore fixtures remain relatively low due to the ongoing restrictions on electricity allocation to Chinese steel mills. Overall chartering activity also came under pressure last week due to holidays in Asia. 19 iron ore fixtures were reported last week, a decrease from 24 iron ore fixtures reported during the previous week. 15 of last week's iron ore fixtures were for capesize vessels, an increase from 12 capesize vessels chartered to haul ore during the previous week. Global coal and grain demand have remained moderate but have not been robust enough to stem the fall in spot freight rates" the report said.

As a result of this negative trend, Capesize rates are currently averaging \$29,002/day, a decrease of \$4,810 (-14%) from a week ago. Panamax rates are now averaging \$21,840/day, a decrease of \$1,685 (-7%). Supramax rates are averaging \$19,644/day, a decrease of \$1,397 (-7%). Handysize rates are averaging \$15,666/day, a decrease of \$298 (-2%). At the same time period chartering activity also remained subdued, with 92 spot trip fixtures (28 less than the previous week) and 16 period fixtures (1 less than the previous week) were reported last week. Commodore said that none of the period deals were for a year or more. "Sentiment remains somewhat negative due to the going electricity restrictions to steel mills in China. Last week marked the first time in eleven weeks that no period deals for a year or more were reported. At that time, sentiment was very negative due to spot freight rates approaching 2010 lows.

The report mentioned that "market players remain spooked by the recent decision by the Chinese government to reduce electricity allocation to Chinese steel mills - but so far Chinese steel production has reportedly only decreased by 2%. The electricity restrictions will continue to represent a significant threat to near-term dry bulk freight rates, however, and must continue to be monitored extremely closely. Several analysts have forecast that Chinese steel

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 271

output will decline by as much as 10% due to the ongoing electricity restrictions. Based on August's 51.64 million tons of crude steel production, this would put post-restriction monthly output at approximately 46.5mt, an amount not seen since May 2009. We continue to anticipate that Chinese steel demand will exceed most expectations. Chinese stockpiles have remained steady in recent weeks and there is little reason to believe that immediate steel demand has significantly decreased. We expect Chinese steel production to range between 48 to 49mt of crude steel in September and October. The Chinese government cannot afford to have steel prices surge due to an artificial restraint on supply. Inflation is already a growing concern in China. The National Development and Reform Commission has also criticized the electricity allocation restrictions" concluded Commodore.

In terms of the secondhand and demolition activity of the past week, shipbroker Golden Destiny said that in total there were 39 sales reported. The activity was high at both the S&P and the newbuilding market with 32 & 34 orders reported in total respectively. "The secondhand market has been marked with a 100% positive yearly change with 32 vessels reported to have changed hands this week equalling a total amount of money invested more than US\$796,800,000, since in 9 transactions the price hasn't been disclosed. In the demolition market, 7 vessels have been headed to the scrap yards of total deadweight 218,513 tons, while in 2009 14 vessels reported for scrap indicating a negative yearly change of 100%. In the newbuilding market, 34 vessels reported to have been ordered equalling a total deadweight around 1,683,000 tons. The dry sector has held the largest share of newbuilding contracts, equalling a total deadweight of 1,076,000 tons, with orders from kamsarmaxes, panamaxs & supramaxes being the most popular vessel types. The Greek presence has been noticed this week only in the secondhand market with 6 transactions, two in the in the post panamax bulkcarrier sector and four in the small panamax container sector. The cumulative amount invested by Greek investors in the secondhand market can be calculated only by the bulkcarrier acquisitions around \$ 82,000,000, since the price of the Container enbloc transaction has not been disclosed" concluded the report. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The **TAIZAN** seen eastbound in the Singapore straits yesterday - **Photo : Piet Sinke (c)**

Newsclippings reader Niels Bjørn Mortensen wrote the following :

In one of the latest Newsclippings you refer to **SS "Robin"** as the world's oldest steamship about to celebrate its 120th birthday.

Allow me to point you at the Danish steamship "**Hjejlen**" which will celebrate its 150th anniversary next year, still going strong and carrying passengers every day in the summer. There are many sites for the old lady, but just Google "**Hjejlen**" and you will find quite a few.

Thanks Niels for sharing this information with the readers !



Increasing Dry-Bulk Ships Order-book at Rates Peril

The total capacity of dry bulk ships available for trading and the anticipated deliveries of new orders are sufficient to support current and projected market demand for the next couple of years. Owners must be prudent in ordering new capacity while sufficient tonnage exists in the market, and a strong second-hand market lurking. The increasing capacity from deliveries is already showing signs of keeping rates at reflecting the commodity trading market. The rate at new building coming online must not outbalance the rate of scraping.

Since declining by -1% growth in 2009 from 3.8% in 2008, seaborne trade has rebounded. However, the strength of the rebound is insufficient and longevity unpredictable. At least, not enough to absorb significant tonnage increases and keep vessels operating profitably. The estimated total seaborne trade in the major commodities: iron ore, coal, grain, bauxite etc., in 2009 stood at 2.0 billion tones compared to 2.1 billion in 2008. The combined dry-bulk fleet including Handysize, Handymax, Panamax and Capesize trading the major commodity market was about 418 million deadweight tons in 2008, increasing to 459 million deadweight tons in 2009. The favorable rates since 2009 were helped by increase in demolitions, only 50 million dwt a fraction of the expected deliveries made. Relief came from cancelations in 2008 of more than 40 percent of the expected deliveries for 2009. However, in the first half of this year alone, capacity increase has grown by about 7%, raising the total capacity to 492 million dwt. This is part of the generally predicted growth of 14%, about 76 million dwt. This number accounts for demolitions. Meanwhile based on current orders 2011 deliveries are expected to be much higher. Looking forward, there is going to be enough tonnage to support any foreseeable growth in trade for the next couple of years. Although owners are free to order new builds at their discretion, a measured approach is healthy for the overall market – maintaining a balance in tonnage availability, required to keep rates above water. Owners would be better off acquiring ordered tonnage to renew existing older ships to reduce fleet age. **Source: GLG**

Baron van Lynden in actie voor jacht en surfer

Zaterdag 25 september om 14.39 uur werd de bemanning van de **Baron van Lynden** (de tijdelijke vervanger van de reddingboot **Griend**) van KNRM station Ouddorp door het Kustwacht Centrum gealarmeerd voor een jacht aan de grond bij Brouwershaven.

Na telefonisch contact met het Kustwacht Centrum en de Kustwachtpost Ouddorp werd vertrokken vanuit het boothuis Willemijntje richting de rede van Brouwershaven waar het jacht in de buurt van boei **GB 23** aan de grond zat. Onderweg kwam de melding via de marifoon dat het jacht Jot met 4 personen aan boord zelf was losgekomen en zijn reis richting Brouwershaven zou vervolgen. Op datzelfde moment kwam de melding dat er een jacht voor de haven van Ouddorp een lijn in de schroef had gekregen, en niet meer op de motor de oude haven van Ouddorp in kon varen. De Baron van Lynden heeft na deze melding gelijk rechts omkeert gemaakt en is terug gevaren richting de haven van

Ouddorp en het jacht, een Bavaria 42ft van 13,80 meter en met 4 personen aan boord, de Ouddorpse haven binnen gesleept en afgemeerd in zijn box.

Zaterdag 25 september om 18.28 uur werd de bemanning van de **Baron van Lynden** door het Kustwacht Centrum gealarmeerd voor een surfer in de problemen op de Grevelingen. Na telefonisch overleg met het Kustwacht Centrum en de Kustwachtpost Ouddorp zou het gaan om een surfer die inmiddels al een uur lang tevergeefs terug probeerde te peddelen omdat hij te vermoeid was om nog te kunnen surfen, met deze wind (Noord 7) tussen Scharendijke en Port Zelande. Er werd vertrokken richting Scharendijke en na ongeveer 10 minuten varen werd de surfer aangetroffen. Deze werd met zijn spullen aan boord genomen en terug gebracht naar surfcentrum Brouwersdam en daar gelijk onder een lauw/warme douche gezet om op te warmen. Na de gegevens te hebben opgenomen werd terug gekeerd naar station.



Last weekend, the fifth edition of the **Lekkodagen** were held at Wijk bij Duurstede. A total of 55 historical tugs and sailing cargo vessels gathered at the small harbor for a very enjoyable weekend with steam and diesel engines, ships, stories, music and drinks. Lucky enough, it was very nice weather, as we happened to have almost all editions of the event so far. All participants were already looking forward to the **2011 edition** of the Lekkodagen, **September 23-36**.

Photo : Ruud Muis ©

SVITZER
OCEAN TOWAGE



PARTNERS IN POWER

SVITZER OCEAN TOWAGE

Jupiterstraat 33
2132 HC Hoofddorp
The Netherlands

Telephone : + 31 2555 627 11
Telefax : + 31 2355 718 96
E-mail: ocean towage.sales@svitzer.com
www : www.svitzer-coess.com



The Indonesian Sea and Coast Guard vessel **KNP 330** seen patrolling the Batam waters – Photo : Piet Sinke (c)

Good news for marine insurers on piracy

Piracy on European vessels is not new but the way the Dutch authorities investigated and successfully prosecuted recently is. Liam Morrissey explains why this could start a string of convictions for pirates. When the five young Somali pirates prepared to assault the Turkish-crewed Dutch Antilles-flagged cargo ship, **MV Samanyolu**, last year they would not have looked like the Hollywood image of a Blackbeard, Captain Jack Sparrow or Captain Kidd. They would have been in their small skiff, with extra fuel drums, a rocket propelled grenade launcher and AK-47 assault rifles. These young men, products of refugee camps and subsistence living in Somalia have little glamour in their lives and are capable of extreme violence after several generations of regional war, civil war and internecine fighting. One thing they did not expect, however, was for their attack to fail. And even when it did and they were arrested by Danish Special Forces they would have not been too worried. In other cases, the western military authorities have simply interviewed and then released their friends under the same circumstances. However, this time was different. The Danes not only apprehended them but would later extradite them to the Dutch authorities for investigation and successful prosecution.

Sadly many pirate attacks have proved to be successful for the pirates and there are ever-increasing ransom payments. Hitherto, the pirates enjoyed a period where international efforts were not fully uniform in the application of force and deterrence. It is said that there is one particular pirate known in his community as a 'veteran' because he has been detained and released by warships of four different navies over the last year. But this is starting to change and in the Gulf of Aden in the Arabian Sea in particular, attacks are being regularly blunted by military forces working in concert with the shipping industry. This has meant a faster response to distress signals, a coordinated deployment of available forces and, therefore, lowers numbers of successful hijackings. Unfortunately the sheer size of the Somalian basin, the Arabian Sea, and Indian Ocean presents challenges to replicating this model successfully elsewhere. It is a clear fact that pirates have modified their tactics and are ranging further a field by utilising mother-ships to transport attack parties. These mother-ships can be other hijacked vessels, fishing vessels or other suitable craft with increased range and provisions.

It is not surprising that the Dutch courts imposed a custodial sentence on the Somalis recently found guilty of maritime piracy in the attack of the Samanyolu last year. The Dutch have exhibited a strong international role in the pursuit and prosecution of pirates. They regularly have naval assets playing a leading role in the Gulf of Aden as part of the European Union Naval Force Somalia 'Operation Atalanta', and Combined Task Force One Five One, the is an international naval task force. With a strong maritime trade history, and as a responsible nation with a strong judiciary which treats this crime seriously, it is not reluctant to deploy law enforcement personnel to rigorously investigate these crimes when they occur on Dutch and Dutch Antilles flagged vessels. Attempts to dismiss charges on technical grounds - such as a delay in bringing suspects before a judge as in this case - should be reasonably resisted when weighing the real threat. In this matter the district Court of Rotterdam made the observation in its ruling that the delay of some 40 days should not have occurred and was a technical breach under article 5 of the European Convention on Human

Rights. However, no consequences followed from this in these criminal proceedings. The judgement demonstrated the insight and understanding that the Dutch judiciary has of international marine piracy. Other countries should take note of this and hopefully this case will serve as a legal precedent in future.

Attacks can be prevented. The pirates are not terrorists and are not ideological. They are criminals and as such, villains are generally lazy. If they see an easy target, they will attack it in preference to one that looks more difficult. The private security sector has little tangible regulation and virtually anyone can be a self-declared expert and go into business. Ship owners, ship management organisations, insurance companies and others need to select their providers with care. The piracy threat has evolved since the spike of 2008. Notwithstanding this, there are reputable groups that understand the dynamics of preventing and responding to these incidents. A proportionate approach is what is needed in every case. This needs to be risk-driven and carefully considered. The time to plan for a crisis is not in the middle of one, so owners should ensure that they register their transits with the authorities. A tremendous amount of best practice advice is available from the naval forces in theatre. Owners should know what advice is being given to masters and crews and what the corporate response will be to an incident.

Crews should be drilled and defensive measures are easy to implement. This can include preparing a safe room for the crew to muster while under attack. The master should plot his route and speed to be most appropriate for the area of risk. Extra watches and evasive manoeuvre tactics should be rehearsed. As basic as it sounds, the use of razor wire and fire hoses can go a long way to deterring an attack. Masters should understand that if the pirates see a prepared and alert vessel from the outset, this will often lead them to find an easier target somewhere else. Because of the use of mother-ships, crews need to ensure they remain vigilant even when far off from the Somali coast. Previous hijackings this year have seen ships taken 1000 nautical miles south and up to 1200 nautical miles east of Somali waters. Insurance should be purchased for vulnerable transits. Many owners rely on their pre-existing hull and machinery war risk cover but this is not designed for a hijack incident. Moreover, a US Presidential Executive Order issued in April 2010 has placed more demands on ship owners when trying to resolve these types of incidents. Some insurers are trying to develop a private security concept that would see the underwriting of the risk twinned with private security escort vessels in the region to take ships through dangerous waters in convoy. This approach would see military ships freed up to pursue suspected pirates. This concept would work transparently to the military and insurance communities and is being carefully examined by numerous parties.

The piratical threat emanating from Somalia is still evolving. Once somewhat amateurish criminals who were lucky and under the international radar, they have been a magnet for organised crime, shore-based militia, corrupt influencers and copycat activity. This is changing the way in which they act and the criminal decision makers today and tomorrow are not the same as at the beginning. This presents a sinister face to the issue and means longer periods of captivity, higher ransom payments and greater use of violence in future. All stakeholders public and private must work together to stop this. As long as Somalia is a failed state with no functioning central government able to project control, the threat of marine piracy will persist. It is a symptom of the larger humanitarian crisis. And as long as the pirates have 'targets' and 'sanctuary', incidents will continue. It is up to the shipping industry to use best practice techniques and reduce easy targets. It is the international community that must stop the use of Somali anchorages as sanctuary. With everyone working together, they will ensure that the numbers of assaults will reduce, and that, if they do occur, the Dutch case and one or two others will not be isolated incidents but the start of a string of successful convictions against pirates. **Source: Post Online**

 **Acta Marine**

Ter versterking van ons team zoeken wij:

- **Commercieel Directeur**
- **Operations Coordinator**

Voor meer informatie: www.actamarine.com



The **COMBI DOCK I** seen discharging a reactor onto a barge in India

Photo : Combi Lift ©

**ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?
PLEASE VISIT THE WEBSITE :
WWW.MAASMONDMARITIME.COM
AND REGISTER FOR FREE !**

MULTRASHIP
TOWAGE & SALVAGE



NAVY NEWS



Above seen the St. Laurent-class destroyer **FRASER** that served in the Royal Canadian Navy and later the Canadian Forces from 1957-1994. The **FRASER** was towed on the 18th Sept. to be scrapped at the Port Colborne, Canada.

Photo : Nathan Attard - www.maltashipphotos.com ©

Navy in Good Hope port, China in hangar

Marine commandos on fast dinghies leave parallel white wakes as they skim across False Bay to the beach in the South African naval base at Simon's Town. Through a window of the Two Oceans' Restaurant in the high flats at Cape Point, the profiles of the Indian Navy's destroyer, the **INS Mysore**, and the stealth frigate, the **INS Tabar**, are visible as the late-morning fog alternately lifts and descends.



The **INS ADITYA** seen in Cape Town – Photo : Aad Noorland (c)

"Those (the fast dinghies) were part of our exercise," Captain Biswajit Dasgupta, commanding officer of the frigate, confirmed later in Cape Town's Victoria and Albert Waterfront. "We were in the middle of practising a landing assault."

After docking in Cape Town, task force commander Rear Admiral Ramakant Pattanayak invited its residents to visit the Indian warships and take away Indian mementoes. They will also party, as they did in Port Elizabeth and Durban where, a gossip columnist for the Cape Argus reported, the women unabashedly ogled at the men in whites.



"We are here to build goodwill and share best practices," Admiral Pattanayak explains. "IBSAMAR — as the naval exercises are named — is the maritime component of the diplomatic initiative that the India-Brazil-South Africa forum represents," he said. So, has the Indian Navy sent 1,500 officers and sailors from four ships of its "sword arm" — the western fleet — to look good and sing and dance? The impression is vastly reinforced when the first officer to greet you bears the name tag "Happy Mohan". The stripes identify his rank as commander.

Commander Happy Mohan is in charge of a briefing that Rear Admiral Pattanayak will give to the South African media. Few ambassadors of goodwill can claim to carry their nomenclatures with easier aplomb. In the exercise in the waters of the two oceans, however, the commander was the man in charge of more serious business — called "VBSS". That is naval jargon for "visit, board, search and seize", one of the many drills that the three navies practised to intercept and neutralise "enemy" vessels in the high seas.

"We are three navies on the rise. This is the new 'New World'," says Rear Admiral "Rusty" Higgs, the South African task force commander. Inside the hangar of the [SAN Amatola](#), his voice booms: "Led by the Indian Navy, IBSAMAR II has increased its area of operations and intensified its combined operations."

At a time India is making bad news in South Africa (that is sending a large contingent to the Commonwealth Games in Delhi) fresh from a successful Fifa World Cup, at least the Indian Navy is not at sea for the wrong reasons.

Higgs says the three navies have practised anti-submarine warfare and aerial defence among other manoeuvres.

For two weeks now, a potent Indian naval flotilla is leading trilateral war games involving the navies of South Africa and Brazil in the second edition of IBSAMAR around the southern tip of Africa where the Atlantic and the Indian oceans meet. The 15-day war games officially end tomorrow.



The Indian destroyer [D 60 MYSORE](#) seen in Cape Town – [Photo : Ian Shiffman \(c\)](#)

It will take nearly three weeks for the four warships — the frigate [INS Ganga](#) and the replenishment vessel [INS Aditya](#) are accompanying the [Mysore](#) and the [Tabar](#) — from the western fleet to return to Mumbai with a stopover in Mauritius.

It is here, however, in the Cape of Good Hope — one of the most strategic geopolitical points on the global map — that the reason for the Indian Navy's presence in these waters is so telling. In the drive through the “fynbos” — the South African grassland that climbs to Cape point — it is impossible to miss a giant US Air Force C-17 Globemaster III transport plane — circling over the Cape peninsula.

The plane has taken off from the South African Air Force base in Cape Town's Ysterplaat, possibly with delegates to the African Aerospace and Defence Exhibition to give its passengers an aerial survey of the continent's tip. The Indian Air Force is about to contract 10 Globemaster III aircraft. Inside the Ysterplaat Air Force base, the American soldiers are among the militaries of some 40 countries that have sent delegations to the exhibition.

The Defence Research and Development Organisation, the Ordnance Factory Board, Bharat Electronics and the India-Russia joint venture Brahmos (missile developer) mark the Indian military presence in two separate hangars.



The Brazilian frigate **F 40 NITEROI** seen arriving in Cape Town – **Photo : Robert Pabst (c)**

But it is the Chinese pavilion, which occupies a full hangar that catches the eye. When the Mysore and the Tabar dock alongside the South African Navy's German-built frigate, the **SAN Amatola**, it not only coincides with Africa's defence show but also a coming-out of the Chinese in the continent.

China sources more than half of its oil supplies from Africa. Among the exhibits in the Chinese pavilion is a model of the JF-17 Thunder, the Chinese-built fighter aircraft that Beijing is gifting to Islamabad. The aircraft is not on the flight line alongside the Gripen that the South African Air Force has inducted from Sweden. The Gripen is one of the six competitors for an Indian — and currently the world's largest order — that could top \$12 billion.

Africa's chilly spring of 2010 at the foot of Table Mountain marks not only a change of seasons but also a global meet of military compulsions with strategic targets. In his foreword to the document that goes with its official doctrine (“Freedom to use the seas: India's maritime military strategy”), the Indian Navy's former chief, Admiral Sureesh Mehta, writes: “The maritime military strategy recognises that the major task of the Indian Navy during the 21st century will be to use warships to support national foreign policy.”

The same document lists the Cape of Good Hope as the one of the nine “choke points” in the Indian Ocean region that the Indian Navy considers its domain. “The Cape of Good Hope is not a conventional choke point since adequate depth of water lies to its south and the passage of ships is not restricted by land,” it says. “However, economic sense and unfavourable currents (of the Indian and Atlantic Oceans) demand that ships pass close to land which makes them susceptible to attack and grounding.”

For the moment, the only signs of aggression here are from the Southern Right Whale, a protected species that dives and spouts in the seas around Cape of Good Hope where the resort named Boulders is the habitat of Jackass penguins.

Now there are Chinese military planes in the hangars and Indian warships in the ports. The Cape of Good Hope is still where it is: overlooking False Bay, home of shipwrecks for centuries. **Source : TelegraphIndia**

Final Type 42 Destroyer Begins Sea Trials

HMS Edinburgh has emerged sleeker and faster as she embarks on sea trials following an extensive £17.5 million overhaul by BAE Systems, demonstrating the company's capability in naval support and services.

The last of the Type 42 destroyers to undergo a major upkeep, **HMS Edinburgh** has been fitted with a new underwater spoiler to her stern, known as a transom flap, and a coat of new 'intersleek' paint that will cut fuel consumption by up to 15%. A newly refurbished diesel engine has also been fitted to the ship, whilst its IT network, accommodation areas, fresh water systems, galley and laundry facilities have all been revamped to ensure the 30 year old ship is fighting fit as she prepares to return to the Royal Navy's fleet next month.



HMS Edinburgh's commanding officer, Commander Paul Russell, said: "The close partnership between the ship's company and BAE Systems has seen the refit programme surge ahead over the last few weeks, and the ship will be fit for operational service later this year. We now have to put Edinburgh through her paces at sea and turn a safe and fully equipped vessel into a war-fighting unit once again."

Malcolm Fudge, BAE Systems' project manager for the **HMS Edinburgh** refit, said: "We work side by side with the Royal Navy here in Portsmouth to maintain the surface fleet and have worked tirelessly over recent months to conduct this intensive refit. "We are now embarking on a critical stage of the programme as we test the engineering work to ensure that she has been brought back to a fully operational standard before she returns to the fleet for her final years of service."

The sea trials will test the ship's propulsion machinery, radar and communication equipments, as well as its ability to conduct flying operations. **HMS Edinburgh's** signatures will then be assessed for radar cross section, heat, magnetic and acoustics before trials culminating in live firings of medium and close range weapons. The Fortress of the Sea is set to be formally accepted back into the Royal Navy fleet in late October, followed by a Rededication Ceremony in early November. BAE Systems will continue to support the ship through her Operational Sea Training early next year in preparation for her six month overseas deployment in May.

BAE Systems is a global defence, security and aerospace company with approximately 107,000 employees worldwide. The Company delivers a full range of products and services for air, land and naval forces, as well as advanced electronics, security, information technology solutions and customer support services. In 2009 BAE Systems reported sales of £22.4 billion (US\$ 36.2 billion). **Source : DefenseTalk**

SHIPYARD NEWS



365 days
24 hours

We care, that's why we try harder

TURBONED

WORLDWIDE TURBOCHARGER SERVICE AND PARTS

TEL: +31 78 620 52 52

SERVICE@TURBONED.NL



In spite of the regular after shocks in Canterbury, it's business "as usual" at Lyttelton dry-dock. Above seen, Norfield's seismic research vessel "**Reflect Resolution**", ready for departure after completion of maintenance on her hull and stern tube.

Photo : Edward van der Wilk - HEMPEL/Coatings New Zealand Ltd. ©

Mangalore: Bharati Shipbuilding Yard Plan Hits Hurdles

Bharati Shipyard Ltd, leading private sector ship building company in the country, attributed the delay caused in building its shipyard in the city, to inordinate delays suffered in completing land acquisition processes and obtaining

certain permissions from the government. At the annual general body meeting of the company held in Mumbai on Thursday September 23, executive director of the company, P C Kapoor, admitted that the company's plans to set up a shipyard in Mangalore had suffered some setbacks. "We are yet to receive certain approvals and permissions," he said. The shipyard project of the company in this port city, once it comes up, will be the sixth yard to have been set up the company. The shipyard, which proposes to build ships up to a capacity of 60,000 deadweight tonnage, is planned to be built on the banks of Gurpur river here. **Source: Daijiworld.com**

ROUTE, PORTS & SERVICES



Seamanship
Whatever the ship. Wherever delivered.

www.redwise.com

The world's ship delivery pioneer, Redwise, provides a top quality take-over, sailover, hand-over service for every type of vessel, wherever you need it delivered



GLOBAL SHIP DELIVERY & CREWING

info@redwise.nl



The **STENA TRANSPORTER** seen fitting out at the SHI yard at Geoje Island - South-Korea.

Photo : Cees de Jong (c)

Port Qasim channel dredging project: International firms drag CCP, PQA to court

A consortium of three international dredging companies, recently penalised by the CCP with Rs 50 million each for alleged cartelisation to influence price of the dredging project at Port Qasim has challenged the Commission's decision in a court of law. According to sources, Dredging International (DI), Jan De Nul (JDN) and China Harbour Engineering Company (CHEC) have moved a petition in Sindh High Court against the punitive decision of Competition Commission of Pakistan. They said that two members of the consortium, CHEC and JDN, had, in their respective pleas, also nominated Port Qasim Authority as a party to the case.

Sources told Business Recorder that the petition was filed on August 8 in the SHC, and is scheduled for hearing on September 28. "The court in its interim order has stayed the (Rs 50 million CCP) fine," sources said. They said that the PQA, being a party to the dispute, was ordered by the SHC not to take any 'coercive action' against any of the consortium members until a court's decree is issued. But, what may be more troubling for PQA is the fact that CHEC is said to have asked the court for a stay order against the long-awaited capital dredging at Port Qasim and that "no part be assigned to any other contractor". "Since PQA has included dredging of the turning basin in its recent maintenance dredging tender it may be a contempt of court later," they said. Seeing some 'dark forces' bent upon preventing the foreign dredging companies from bidding in Pakistan, sources claimed that CCP, misguided by some 'vested interests', had no idea about technicalities of the dredging works. "Dredging... is threatened in Pakistan," they warned, saying that once the penalised companies leave the country, the market would be wide open for remaining big firms like Van Oord who would then charge the dredging rates of their liking.

When contacted, PQA Chairman (Retd) Vice Admiral Muhammad Shafi told Business Recorder that the consortium had sought stay orders only against CCP fine and PQA's 'coercive action' which, he said, was not being taken against them. The chairman expressed incognisance of any such request of the CHEC to the court for staying capital dredging project. "God willing", the upbeat PQA chief said when asked if the Authority would proceed with the partial dredging project in its 45-km long navigational channel abreast QICT. **Source : Imran Farooq**



The Spanish flagged "**Muros**" seen incoming on Flushing roads.

Photo : Rob Oostdijk

<http://www.zeelandnet.nl/foto/bekijk/fotosvangebruiker/gebruiker/zn1008701>

DISA

DISA MARITIME BVBA
Ketelaarstraat 5c
B2340 Beerse
Belgium
T: +32(0)14 62 04 11
F: +32(0)14 61 16 88

VCA** ISO 9001
BUREAU VERITAS
Certification

www.disamaritime.com

SUBSEA



CIVIL CONSTRUCTION



ENGINEERING



Providing worldwide underwater solutions

Dockwise delivers first of 15 Modules for Koniambo Project

Dockwise Ltd. has been selected as the contractor of choice for the transport of 15 onshore modules for the Koniambo Nickel Project in New Caledonia. The project is being developed by Koniambo Nickel SAS, a joint venture between Société Minière du Sud Pacifique (SMSP), and Xstrata Nickel. The Koniambo Project includes the construction of a metallurgical facility in the northern part of New Caledonia in the South Pacific. Major project facilities include the mine, the process plant, a power station, water supply facilities, a port, ore and coal storage stockpiles, slag and ash stockpiles, and overland ore conveyors.



The modules for the process plant have been constructed at the COOEC yard in Qingdao, China. After their completion, the single modules will be transported by Dockwise to the new plant site near Vavouto, New Caledonia, via multiple consecutive voyages. After the 15 modules are transported inland to the Koniambo Nickel site, they will be joined into one huge nickel processing plant. The Koniambo plant will be one of the largest nickel producers in the world and remains on track for first ore to be processed in mid-2012, ramping up to annual capacity of 60,000 tonnes of nickel in

ferronickel within the following two years. In addition, future expansion could take advantage of the large resource base, which has an estimated life of more than 50 years.

To ensure the safe execution of this project, Dockwise's scope of work includes the detailed engineering of grillages and sea fastenings to ensure safe transport of the modules across the swells of the Pacific Ocean. Dockwise's skilled team of engineers provided the innovative solutions needed for a critical aspect of this transport: resolving the ballasting challenges of keeping a large vessel level with the quayside during the load out, in which the tall modules are rolled on by means of self-propelled modular transport (SPMT) at the COOEC yard in Qingdao, China, where a considerable tidal range exists. Throughout the project Dockwise's China based engineers closely cooperate with COOEC representatives.

The Koniambo voyages began in August 2010 and are expected to be completed in November 2010. The Dockwise T-Class vessels Transporter and Trustee are providing the versatile transportation needed for this innovative project. Frank Berrens, Dockwise Project Manager said: "This project is an excellent example of our engineering and Logistical Management expertise and capabilities. With this project, Dockwise proves that module construction, combined with offshore heavy transport, is a reliable and efficient concept for the construction, transportation, and installation of equipment and materials in remote areas."

DRILL TOWER LOADED ONBOARD JUMBO VISION IN SCHIEDAM



At the HUISMAN premises in Schiedam the drill tower for the **BULLY 2** was loaded onboard the **JUMBO VISION**, which vessel will transport the drill tower to Singapore (ETA early November) for installation onboard the **BULLY 2**



WindFarmBase
c/o OPUS MARINE GmbH
Alter Wandrahm 15 | D-20457 Hamburg | Germany
Tel. +49 40 22 63 203 0
Fax +49 40 22 63 203 99
www.windfarmbase.com



One-Stop Solution



The **GLOBAL LEADER** seen in Rio Grande – Photo : Marcelo Vieira ©

Petrobras raises \$70b as investors see growth

Company aims to boost production to 5.38m bpd

Petroleo Brasileiro, Brazil's state-controlled oil producer, raised as much as \$70 billion (Dh257 billion) in the world's largest share sale as investors bet on its plans to double output within a decade by tapping offshore fields. Petrobras, based in Rio de Janeiro, sold 2.4 billion common shares for 29.65 reais (Dh63.35) each and priced 1.87 billion preferred stock at 26.30 reais apiece. The company sold 115 billion reais of shares and banks have an option to buy another 5 billion reais, according to a statement sent late Friday.

Petrobras is spending about \$224 billion over the next five years to boost production to 5.38 million barrels a day by tapping deposits trapped under a layer of salt beneath the ocean floor. The share sale was priced at a 2 per cent discount to Friday's close, suggesting investors are backing Petrobras's plans to overtake industry rivals such as Chevron Corp. "Many of the other global majors are being challenged because their reserves are being depleted," said Ron Holt, chief executive officer of Hansberger Global Investors Inc, which manages \$8 billion. "If you look at the potential capital expenditures that the company has planned for the next several years, that is a very significant potential exploration project for them." The company is tapping demand for emerging-market assets to develop

deposits including Tupi, the largest discovery in the Americas in three decades. The field, and the nearby Libra deposit in the so-called presalt region off the Brazilian coast, may each contain as many as 8 billion barrels of oil.

After the sale Petrobras jumped to the fourth-biggest company in the world, behind ExxonMobil Corp, Apple Inc and PetroChina Co, data compiled by Bloomberg shows. Petrobras has a market value of \$214 billion, more than companies including Microsoft Corp and Wal-Mart Stores Inc. "Given Petrobras's superior asset base and growth profile versus global oils, we believe the stock should trade at a premium relative to peers," Bank of America analyst Frank McGann said in a note to clients. Petrobras has slumped 28 per cent this year on concern the sale will cut earnings and boost state interference. After the share sale, investors will focus on Petrobras's exploration programme to exploit the discoveries, said Mirela Rappaport, who helps manage about \$100 million at Investport in Sao Paulo. Brazil will add the most oil production of any country outside the Organization of Petroleum Exporting Countries, or Opec, over the next 25 years and surpass Venezuela and Mexico to become the second-largest producer in the Americas **Source :** GulfNews

Port calls for quick release of funds

Penang Port Sdn Bhd (PPSB) has urged the Government to speed up the release of funds announced under the 10th Malaysia Plan for capital dredging to deepen the port's Selat Utara waters. Managing Director Datuk Ahmad Ibnihaajar said the project was crucial to allow larger ships to call at the port which would serve as a transportation and logistics hub for the Northern Corridor Economic Region.

"The project to deepen Selat Utara up to 14.5 m has to be expedited because PPSB can no longer wait," he said.

Speaking to reporters at the PPSB Hari Raya Open House at Swettenham Pier last Saturday, he said the port would lose out if shippers opted to use other ports. **Source : Bernama**



The **GLOBAL 1200** seen arriving W.J. Anchorage Singapore Sept. 27, 2010

Photo : Charles-Dauphin Miller www.tugboatphotos.com ©



• Crewing Solutions
• Global Ship Delivery
www.tos.nl

TOS 

Geneva giant takes delivery of 13,798-TEU MSC Emanuela

GENEVA's Mediterranean Shipping Company (MSC) has taken delivery of the 13,798-TEU **MSC Emanuela**, the 14th of vessels in the 13,798- to 14,000-TEU range from Korea's Samsung and Daewoo Shipbuilding & Marine Engineering Co (DSME).

The 14,000 **MSC Paloma** is the sixth of the Samsung vessels, which presents a design quite similar to the DSME ships. The **MSC Emanuela** is controlled by MSC and follows the **MSC Paloma**.

The **MSC Emanuela** is assigned to the Far East-North Europe Lion Service. The next unit in this series is **MSC Eva** to be delivered before the end of September. **Source : Schednet**



The boutique cruise ship **Spirit of Oceanus** has been sold as the operating company, Cruise West went into receivership according to its website on 17th September, vessel has been transferred to TN Cruises.

Above seen the **Spirit of Oceanus** in Hong Kong, 17-11-2007

Photo : Andrew Mackinnon www.aquamanships.com

Bintulu Port sees higher volume this year

Bintulu Port Sdn Bhd (BPSB), a wholly-owned subsidiary of Bintulu Port Holdings Bhd (BPHB) expects better volume performance due to the recovery in the global and domestic economy well as higher commodity prices this year.

"Better performances is expected for liquefied natural gas, palm oil, silica sand, palm kernel products, bulk fertilizer, container, wood-based products and other break-bulk cargo handled at the port. "It is expected that this year, cargo throughput will increase by 4% as compared with that in 2009.

"While for 2011, it is forecast that cargo throughput will increase by 5% in all sectors except for crude oil and logs," said an official from BPSB corporate development division. For the first six-month of this year, all types of cargo handling recorded an increase over the same period last year.

LNG is the major earner for Bintulu Port and contributes about 80% of annual operating income. The official said cargo throughput last year was down by 5% from the previous year due to the global economic downturn.

With regard to its expansion plan of RM600mil under BPSB strategic plan 2005-2010, the official said the expansion of Bintulu International Container Terminal (BICT) container yard had been completed on July 2. "With this development, current yard capacity is 400,000 TEUs (twenty-foot equivalent units) per year. Due to the market situation, the proposed extension of 200m wharf for BICT is still pending, whereby this project is expected to boost BICT capacity to 650,000 TEUs per annum," he said.

Meanwhile, the official said the development of container freight station was progressing and expected to be completed in mid-November. "The refurbishment of the multi-purpose terminal under the proposed upgrading and improvement works to 500m wharf has also been completed in April. The building of 10 storage tanks for Biport Bulkers has also completed in August. He said with these additional facilities, Biport Bulkers was now equipped with 60 tanks and able to accommodate 101,600 tonnes of cargo (palm oil) at one go compared with 75,600 tonnes previously," he said. In line with the development, BPHB recorded a surge of 9.8% to RM74.1mil for the first six-month of its current financial year ending Dec 31. Revenue for the period under review increased to RM225.4mil compared with RM219mil a year earlier. **Source : The Star**



The **UNIQUE DEVELOPER** seen westbound in the Singapore Straits yesterday

Photo : Piet Sinke (c)

Oman issues tenders for building passenger ferries

Oman's National Ferries Co has invited firms to submit bids by November 8 for the design and construction contract of two passenger car ferries, Meed has reported. The ferries will be used for Shannah ferry port on the east coast of Oman and a ferry port that is on the island of Masirah. **Source : ameinfo**

Tanker orders ticking over

Bergen-based Viken Shipping has ordered five 105,000 dwt shuttle tankers from Samsung. The vessels will be delivered from the second half of 2012 onward. With the receipt of this order, Samsung said the yard's orders for 2010 have already reached \$6 bill. At the smaller end of the market, Stolt-Nielsen's (SNSA) wholly-owned subsidiary Stolt Bitumen Services (SBS) signed an agreement with Nanjing East Star Shipbuilding in China for the purchase of up to four 3,500 dwt bitumen tanker newbuildings due for delivery from March 2012. Under the terms of the agreement, SBS has placed firm orders for two ships and holds options to purchase two additional ships. Niels Stolt-Nielsen, SNSA CEO, said, "Our bitumen fleet newbuilding programme is part of SBS's ongoing development of a distribution network in Asia/Pacific, including terminals, bitumen tankers and bitutainers.

"With the addition of these new high quality newbuildings, SBS will operate four bitumen tankers to meet the growing transportation requirements of our customers," he said. Sweden's Wisby Tankers has also reportedly ordered four 15,000 dwt bitumen tankers from 3 Maj of Rijeka. The total contract price was reported to be \$120 mill According to local Croatian news reports, the order will fill the shipyard's capacity in 2011 and for part of 2012. The first tanker is scheduled for delivery by 1Q12, while the other three are to be delivered at intervals of four months. A yard spokesman reportedly said that there was a possibility to build an additional two tankers for the Swedish company, but this option will depend on the building of the four firm orders and the situation on the shipping market. 3 Maj is one of six domestic shipyards, which the Croatian government is keen to sell. Last year, Croatia and the European Commission reached an agreement on the shipyard privatisation format, a key step in the country's accession talks with the European Union. **Source: Tanker Operator**



The **MSC MIRA** seen enroute Antwerp – **Photo : Steven Oppeel – www.stevo.be ©**

SCI jv issues newbuild tender

A jv between two Indian state-owned firms – Shipping Corporation of India and Steel Authority of India Ltd – has made its first move to acquire ships, with SCI issuing three separate international tenders last week. The first involves a newbuilding contract for a 155,000-dwt capesize, with an option for a second. The second is for two panamaxs of

between 72,000 dwt and 76,000 dwt, either newbuilding resales or secondhand vessels under five years old. The third tender is for two 74,500-dwt panamaxs. **Source : SeatradeAsia**



MARINE & TRANSPORT SERVICES

SALES & RENTAL

REPAIR & MAINTENANCE



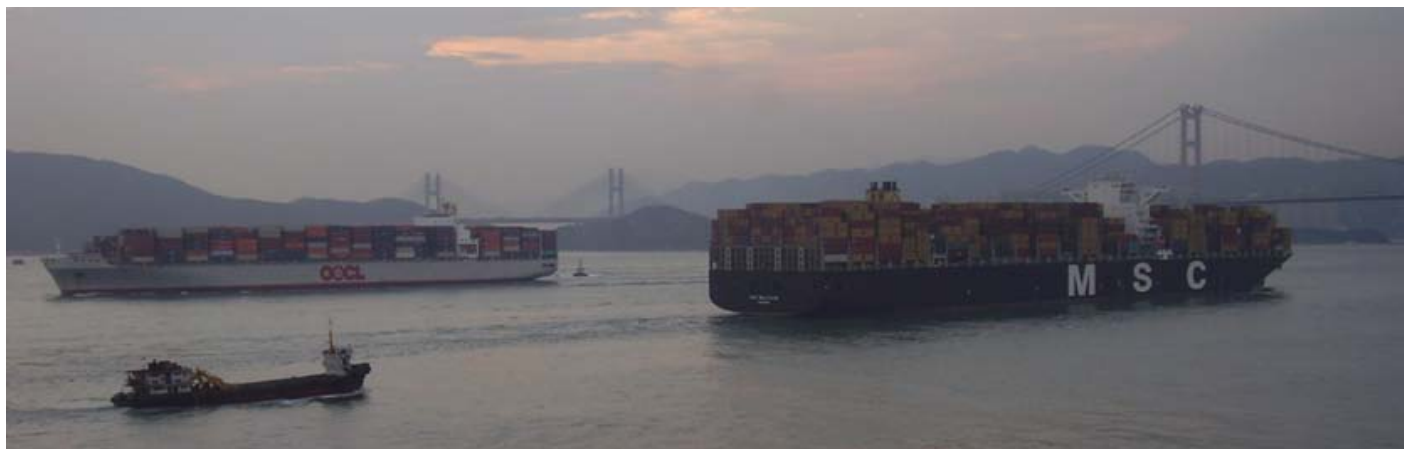
Boonsweg 19, 3274 LH
P.O.Box 5023, 3247 ZJ
Heinenoord – The Netherlands
T +31 (0) 186-603333
F +31 (0) 186-603619
E info@tenwolde.com
W www.tenwolde.com

Brostrom to reflag to Denmark

Brostrom's 11 remaining tankers under the Swedish flag are to be switched to Denmark. The company is now owned by the AP Moller-Maersk group but retains a commercial operation in Gothenburg looking after small and intermediate size chemical/product tankers. The remaining Swedish registered tankers will join the Danish International Ship's Registry (DIS).

Speaking to Shipgaz, CEO Robert Ugglä said that it was not viable to operate tankers under the Swedish flag. Ugglä said that the advantages of entering the DIS are many; "Now we get access to an international registry as well as tonnage tax, which means that we can compete on equal terms. The re-flagging to DIS gives us a greater flexibility and lower costs," he told Shipgaz. Maersk Tankers and Brostrom have 70 vessels of less than 25,000 dwt, all of which are operated from Gothenburg. The vessels of over 25,000 dwt are integrated into Maersk Tankers' commercial operation Handytankers and are operated from Copenhagen. **Source: Tanker Operator**

.... PHOTO OF THE DAY



The **MSC MELATHILDE** and **OOCL LONG BEACH**, seen passing the South Passage near Tsing-Yi Bridge in Hong Kong.

Photo: Marco de Niet – Wartsila Hong Kong (c)

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information

UNSUBSCRIBE / UITSCHRIJF PROCEDURE

To unsubscribe click [here](#) (English version) or visit the subscription page on our website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

Om uit te schrijven klik [hier](#) (Nederlands) of bezoek de inschrijvingspagina op onze website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL>