

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 274



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**As mentioned last week the chartered CORAGGIO arrived in Schiedam and is in the STENA LINE colours picking up the route HOEK VAN HOLLAND – KILLINGHOLM**

**Photo : Nico Sannes (c)**

## EVENTS, INCIDENTS & OPERATIONS



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The **GIZEM DENİZ SULTAN** seen moored in Santos (Brazil)

Photo : Gustavo Castro de Sousa (c)

## Indian ocean under siege

Situation with Somali piracy in Indian ocean turned into real hot one, Indian ocean is under siege. In Tanzanian waters there were at least 5 attacks during 3-4 days, plus battle between pirates and Tanzanian Navy patrol boat. Pirates highjacked two vessels, Indian asphalt tanker **Asphalt Venture** and Iranian dhow, later freed by Italian **ITS Libeccio**: On 29 September, the EU NAVFOR Italian ship **ITS Libeccio** freed an Iranian-flagged pirated dhow, which

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had been located off Tanzania yesterday by an EU NAVFOR French Maritime Patrol and Reconnaissance Aircraft (MPRA). The French MPRA located the dhow towing a whaler and two skiffs, indicating that it had possibly been pirated. The MPRA maintained surveillance until **ITS Libeccio** arrived in the area and launched her helicopter to investigate. In the north pirates highjacked Greece freighter **Lugelo**, but fled vessel being unable capture crew, sheltered in engine room, and afraid navy would free vessel and capture them. Two previously highjacked vessels, Thai trawler **Prantalay 14** and Korean VLCC **Samho Dream** in full load, used as mother-ships, spotted in area where **Lugela** was highjacked, approx. in 10 38N 056 44E, and they're still there, moving in general eastern direction, reports Ecoterra Intl.



Screendump : Vesseltracker.com

Further to the north, vessel was attacked on September 29 off Oman coast, in 17-35N 056-55E area. Many vessels during calm season prefer after transiting IRTC turn to north-east and moving along Oman – Pakistan – India coasts, but pirates set up a trap, at least it looks like it. Navy reports Active Pirate Group spotted in Oman waters and recommend extreme caution, when navigating in that area. How come VLCC **Samho Dream** became pirate ship and now is running around like some dhow or skiff, is simply beyond my comprehension – this is Super Tanker, for God's sake! If pirates start to hunt on vessels like this one, they'd move to Atlantic soon, and highjack vessels somewhere off New York or Rotterdam, why not? How come VLCC **Samho Dream** is still captured, not ransomed out? What is the reason? Are Obama's sanctions to blame, or greed of both pirates and owners? 300000 tons of crude in hands of illiterate pirates, and nobody seems to care. Where are IMO, BIMCO and the rest, with their "Enough is enough" petition success? Why the only thing they are really insistent is that infamous, laughable Fund for pirates prosecution? What's going on, who're crazy, pirates or all those who must be in charge of situation, who MUST PROVIDE safe shipping in the area? Shipping is in war zone, but economy, i.e. international community, demands shipping to fulfill it's obligations as in peaceful times, which is not the case. With situation like this, shipowners and crews have no one to rely upon, except themselves, and the only way to guarantee safe passage is armed guards on board.

Source : Mike Voitenko

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The **SINOPA** seen anchored off Singapore – **Photo : Piet Sinke (c)**

Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)



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The banner features a blue and orange curved design on the left side. The text is white and blue on a blue background.

The **REM COMMANDER** seen off Rio de Janeiro from the anchored Fish Factoryship **Dirk Diederik KW-172**  
**Photo : Willem Herbert (c)**

## Singapore Shipping Association: Export recovery years away



ASIAN container exports to the west may take five years to regain from last year's record high losses, said Singapore Shipping Association president SS Teo, according to Reuters. Mr Teo, also managing director of Pacific International Lines (PIL) and a Singapore MP, said full recovery in the container shipping industry would be driven by China's growing demand for semi-finished products and raw materials from other Asian countries.

Left : The **SAHAND** seen anchored of Singapore  
Photo : **Piet Sinke (c)**

Container freight rates for intra-Asia route are expected to increase nine per cent to US\$920 per TEU in 2011 from 2009, said shipping analysts with DnB NOR Markets, a unit of Norway's biggest bank, suggesting that

rates between Asia and the west will rise only three per cent. Said Mr Teo: "I don't think we can say the Asian market will decouple from the west, but we will continue to see the Asian economy become more resilient." **Source: Schednet** - Above photo can also be seen in high resolution in the **Maasmond Maritime Flickr photo album**, just click [here](#)

## Pirates seize asphalt tanker

A maritime security alert has been issued for the Indian Ocean following the reported hijacking of a Panama-flagged vessel with 15 crew members on board.

The 3,884 dwt MT **Asphalt Venture** is believed to have been traveling to Mombasa and is now en route to Xaradheere in northern Somalia, reports GAC Protective Solutions.

NATO Shipping Center reports that at "282000 UTC a merchant vessel was reported pirated in position 07 07S 041 02E." It says that position is in the close proximity of a pirate action group sighted and reported in an earlier NATO report. NATO warns that the weather is becoming more favourable for pirate operations in the Arabian Sea and southern Somali Basin as the effects of the southwest monsoon abate.

"We assess that significant numbers of Somali Pirates are preparing to get underway and that some are probably already in transit to established shipping lanes. At least one Pirate Action Group has been observed in the central Somali Basin and several others are assessed to be operational. The risk of piracy is currently increased in the southern Somali Basin south of 3 degrees north and in the Eastern Gulf of Aden," says NATO.

"Pirate groups are likely to exploit pirated dhows and fishing vessels as mother ships to extend their range into the Arabian Sea and the central Indian Ocean," says NATO. "The pirated Taiwanese fishing vessel **Tai Yuan 227** remains unlocated and has the potential to conduct pirate operations east of 65 East. The **Tai Yuan 227** is a white hulled fishing vessel, approximately 50 metres long, with the registration numbers BH3Z87 painted in large black letters on the hull. These vessels represent an active threat to merchant shipping and any small boat observed in the open ocean more than 300Nm from the Somali coast should be considered to be a potential pirate vessel."

NATO also assesses that the pirated VLCC **Samho Dream** is currently conducting pirate mother ship operations near the shipping lanes, approximately 190 nm SE of Socotra Island. (Approximately 10 38N 056 44E). The vessel is tracking eastbound. The **Samho Dream** is a 319,000 dwt, crude oil tanker, approximately 333 m long, with an orange hull and white superstructure. This vessel represents an active threat to merchant shipping and any small boat observed in the vicinity of the **Samho Dream** should be considered to be a potential pirate vessel. **Source :** MarineLog



## **Classification surveyor convicted in pollution conspiracy**

Hugo Pena, 45, of Miami, HP Maritime Consultants, Inc., of Miami, Ronald Ramon, 45, of Honduras, and Northon Erasó, 66, of Colombia, were convicted September 27 in an oil pollution conspiracy case tried before U.S. District Judge William P. Dimitrouleas in Miami. The Department of Justice says that the "conviction of Pena and HP Maritime Consultants, Inc. represents the first criminal case brought against a classification surveyor for failure to fulfill to its pollution prevention responsibilities in the United States."

The case relates to a 155 ft cargo vessel **ISLAND EXPRESS I**. According to the Equasis data base, that vessel is a landing craft built in 1999 and has been registered in Panama since April 1, 2010. Previously it was registered in Honduras. Equasis shows the ship's classification society as "other."

According to the Department of Justice, the jury convicted Pena and HP Maritime Consultants, Inc. of one count of failing to conduct a complete oil pollution prevention survey of the cargo ship **ISLAND EXPRESS I**, in violation of 33 U.S.C. § 1908(a), and one count of false official statement, in violation of 18 U.S.C. § 1001(a)(2). The jury convicted Ramon of one count of conspiring to fail to maintain an accurate Oil Record Book, in violation of 18 U.S.C. § 371, and seventeen counts of failing to maintain an accurate Oil Record Book, in violation of 33 U.S.C. § 1908(a). The jury

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convicted Eraso of one count of conspiring to fail to maintain an accurate Oil Record Book, in violation of 18 U.S.C. § 371, and twenty-five counts of failing to maintain an accurate Oil Record Book, in violation of 33 U.S.C. § 1908(a).

According to the evidence admitted at trial, Ramon was the Master of a 155-foot cargo freighter called the M/V **ISLAND EXPRESS I**. Eraso was its Chief Engineer. Hugo Pena and his company HP Maritime Consultants, Inc. were the ship's classification surveyors. On May 4, 2010, the U.S. Coast Guard discovered that the ship's Oil Water Separator was broken. Under the leadership of Ramon and Eraso, the ship's crew pumped the ship's oily waste into the ocean from as early as February 7, 2010, until the Coast Guard's arrival on board. Ramon and Eraso further concealed these discharges of oily waste by falsifying the ship's logs. Additionally, the Coast Guard discovered that on April 15, 2010, HP Maritime Consultants, Inc. and Pena went on board the M/V **ISLAND EXPRESS I** to survey its oil pollution prevention equipment. Despite the fact that the ship's Oil Water Separator was broken, HP Maritime Consultants, Inc. and Pena issued a required certificate for the ship that certified that the ship's pollution prevention equipment was adequate.

On July 16, 2010, in a related but separate criminal information, Coastal Maritime Shipping, LLC, a Fort Lauderdale-based shipping company, also pled guilty to two counts of failure to maintain an accurate Oil Record Book, in violation of 33 U.S.C. § 1908(a). U.S. District Judge James I. Cohn later sentenced Coastal Shipping Holding to a \$350,000 fine and three years' probation. Judge Cohn also ordered Coastal Shipping Holding to make a \$350,000 community service payment. The payment will fund environmental projects and initiatives designed for the benefit, preservation, and restoration of the environment and ecosystems in the waters of South Florida. Coastal Shipping Holding previously pled guilty to two counts of failing to maintain an accurate Oil Record Book on board the M/V **Island Express I**.

Sentencing for Pena, HP Maritime Consultants, Inc., Ramon, and Eraso is scheduled on December 3, 2010. Pena, Ramon and Eraso are facing maximum possible sentences of six years' imprisonment. HP Maritime Consultant, Inc. is facing a maximum possible sentence of \$500,000 fine. **Source : MarineLog**



The **HS BERLIOZ** seen westbound in the Singapore straits – **photo : Piet Sinke ©**

Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

## Jobs could go, says ferry company

FUEL and rising repair costs have led ferry company Red Funnel to warn of job losses and cuts to its passenger services during non-peak times. Up to ten jobs could go as the company reduces the number of day-time sailings and shifts two late-night car ferry services to reduce the need for a night-time crew.

Chief executive James Fulford, who admitted the company's revenue for the year was £1.4 million below target, said it could not afford to run underused services. He said the firm was £660,000 over their £3.5m budget for repairs and refits this year. Mr Fulford said: "We have been one of the very few transport operators to provide peak-hour commuter frequencies throughout the day, seven days a week. Given the fuel and rapidly rising repair cost, and the eventual need to save up for a fleet replacement, this is no longer sustainable." Mr Fulford said they would look at the results of the winter timetable before making a decision about what would happen in the summer. He said the company would aim only to raise ticket prices in line with inflation. He said they anticipated some of the jobs at risk could be merged and any redundancies would be likely to be voluntary. **Source : iwcp.co.uk**



## Loodswezen vernieuwt en is genomineerd voor de 'KVNR Shipping Award 2010'



In Hoek van Holland last Wednesday the 3 new pilot tenders **DRACO**, **ORION** and **AQUILA** were christened  
**Photo : Daniella Vermeer (c)**

Op 29 september was de doop van drie nieuwe Loodswezen vaartuigen. Deze jetgedreven tenders maken gebruik van nageschakelde technieken waardoor de uitstoot van schadelijke stoffen tot bijna 0% geminimaliseerd wordt. Vanwege deze nieuwste technologieën is het Loodswezen met deze nieuwe tenders genomineerd voor de '**KVNR Shipping Award 2010**'. Het Loodswezen vernieuwt de komende jaren zijn vloot en heeft als doelstelling dat op een duurzame en milieuvriendelijke manier te doen.

Het Loodswezen is met de drie nieuwe tenders vanwege deze innovatietechniek genomineerd voor de 'KVNR Shipping Award 2010'. Naast het Loodswezen zijn de andere genomineerden: Abis Shipping, MOL Netherlands Bulkship B.V. en Stena Line B.V.. De winnaar wordt tijdens het Maritime Awards Gala op 10 november 2010 bekend gemaakt in de Amsterdamse Convention Factory.

De nieuwe tenders zijn gebouwd in Seattle door Kvichak Marine Industries. Ze zijn 23 meter lang en kunnen een topsnelheid bereiken van 28 knopen. De schepen hebben drie bemanningsleden en kunnen twaalf registerloodsen vervoeren. Ze worden gebruikt om loodsen naar zeeschepen te brengen die de Nederlandse zeehavens en de havens van Antwerpen aanlopen. De nieuwe schepen zijn ten aanzien van techniek en vaareigenschappen aanzienlijk verbeterd ten opzichte van de huidige schepen waardoor de schepen operationeel nog beter inzetbaar zijn en zoals gezegd zo goed als emissievrij.



## Two Thai vessels join Combined Maritime Forces in counter-piracy mission

The Combined Maritime Forces (CMF) on Tuesday announced that two vessels from the Royal Thai Navy will be deployed to the Gulf of Aden to join the counter-piracy mission. Eight officers from the Royal Thai Navy have already arrived at CMF headquarters in Bahrain in preparation for the historic deployment of the two vessels; the offshore patrol vessel **HTMS Pattani** and the support ship **HTMS Similan**.



CMF is a unique naval coalition, dedicated to promoting security and prosperity across some 2.5 million square miles (2.5 million square kilometers) of international waters in the Middle East with its main focus on defeating terrorism, preventing piracy, reducing illegal activities, and promoting a safe maritime environment. During

their 98-day deployment, the vessels will conduct counter-piracy operations with Combined Task Force 151 (CTF-151), currently commanded by Rear Admiral Sinan Ertugrul of the Turkish Navy.

CTF-151's mission is to deter, disrupt and suppress piracy, protecting maritime vessels of any nationality and securing freedom of navigation in the Gulf of Aden and Somali Basin. In conjunction with NATO and European Union Naval Force Somalia (EUNAVFOR), CTF-151 conducts patrols in the Internationally Recommended Transit Corridor and supports Best Management Practice methods for piracy avoidance that are promoted by the shipping industry.

"We are delighted that Thailand has joined CMF. Our strength derives from the fact that, as a coalition of the willing, we can achieve more by working together than any single nation or navy could do alone," Vice Admiral Mark Fox, Commander CMF, said. A small team from Coalition Communications based at Naval Support Activity Bahrain flew to Sattahip Naval Base, Chonburi, Thailand, to provide technical assistance and training associated with installing and operating communication equipment and networking capability in order to prepare for the integration of Thai vessels into the coalition fleet.



Four team members are sailing with the two vessels - which are led by Rear Admiral Chaiyot Sundaranaga and includes 351 Thai personnel - to provide continuing support. "Communications enable participation, and are therefore, the key to successful coalition operations. I had a strong team and we received excellent support and a warm welcome

from the Royal Thai Navy and from the U.S. Security Assistance Organization (SAO) in Thailand. Working together, we removed the barriers to participation and successfully integrated these two ships into the CMF force flow," Chief Warrant Officer John D. Radford, who led the team, said. CTF-151 is one of three task forces operated by Combined Maritime Forces, of which Thailand becomes the 25th member nation. **Source: Bnonews.com**

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## **BELUGA RECOMMENDATION ENCOUNTERS BLACK OUT**



Wednesday morning the **BELUGA RECOMMENDATION** encountered a black out whilst passing Maassluis enroute to Rotterdam, the vessel deployed her anchor and was later towed by the tugs **SMIT RUSLAND** and **SMIT JAPAN** back to the Mississippi harbour in Rotterdam-Europoort

**Photo : Henk van der Heijden (c) Good to have you back again Henk !!**

## **NAVY NEWS**

# **Russian Ballistic-Missile Sub Clears Sea Testing**

Russia's Sevmash shipyard announced it has wrapped up testing of a new ballistic-missile submarine, paving the way for the vessel to enter naval service following a last government examination, RIA Novosti reported yesterday "All the submarine's systems performed well, and the problems revealed during previous tests have been resolved," the Sevmash shipyard said of the **Yuri Dolgoruky**, which traveled to its home port in northern Russia after completing the trials in the White Sea.

The \$713 million vessel and seven other **Borei-class** submarines are expected by 2015 to form the key component of Russia's sea-based strategic deterrent. Three more submarines in the same class -- the **Alexander Nevsky**, the **Nicholas the Sanctifier**, and the **Vladimir Monomakh** -- are already in various phases of construction and testing.

The submarines would be armed with the Bulava missile, a weapon designed to carry up to 10 nuclear warheads as far as 5,000 miles. The missile has failed in seven of 12 flight tests to date, potentially delaying deployment of Russia's next-generation strategic submarine fleet. Despite questions from some lawmakers and defense industry insiders, the nation's military has maintained the weapon is an essential element of the nation's future nuclear arsenal and vowed to press ahead in its development. The **Yuri Dolgoruky** is 580 feet in length and 42 feet in diameter. It can carry up to 16 ballistic missiles and torpedoes **Source : Global Security News**



The **A 390 RFA WAVE RULER** seen arriving in Willemstad (Curacao)

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

## **Final voyage to town**

A ROYAL Navy ship which is due to be sold to a foreign navy or scrapped because of defence cuts is making a last poignant visit to Barrow. The minehunter **HMS Walney** has been affiliated to Barrow since being named after Walney Island and commissioned into the Navy in 1992.

It is expected to be paid off by the navy on Friday October 15, in a service at the Faslane naval base near Glasgow – but in an unusual move it is going to travel to Barrow straight after it is decommissioned for one last visit.

Lieutenant Commander Tony Wyld, Royal Navy liaison officer for the north, said: "It is being decommissioned in a ceremony before she comes to visit Barrow. "The visit to Barrow is, if you like, her swansong, her final thank you to the people of Barrow. "Because of their strong ties with Barrow and the island of Walney they felt they simply had to do this."

The ship will stay in Barrow until 7am on Monday October 18 when she sails south. The Mayor of Barrow, Councillor Rory McClure and his wife Wendy the lady Mayoress and six Barrow Sea Cadets will sail on **HMS Walney** on her last voyage to Barrow after boarding the vessel in Scotland. The weekend visit will include a civic reception on board the small specialist ship, which has a crew of 40 and has made many visits to Barrow over the years.

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Members of the crew will also mount a plaque ordered by Barrow Borough Council marking the centenary Walney's Victoria Bridge, now known as Jubilee Bridge. **HMS Walney** will be open to the public to have a last look on board on Sunday October 17.

Of her future, Lt Cdr Wyld said: "We strip out all the classified items then it goes into what we call 'demobilised ships' and sits there until the defence agency can sell her or such a time as her hull's seaworthiness goes beyond a certain stage." The ship has a plastic hull to beat magnetic mines and many parts are made of expensive phosphor bronze instead of steel. **Source - walneylocal.co.uk**



The **FFG 50 TAYLOR** visited the port of Brest – **Photo : Jacques Carney (c)**

## SHIPYARD NEWS

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## Czechs enter shipyard deal

Vietnamese and Czech enterprises agreed to co-operate in shipbuilding and ship repair industries as well as technological transfer at a business conference. The agreement is confirmed by a contract signed by PSJ and Nosco Vinalines, a memorandum of understanding between PSJ and Vinalines Shipyard and a protocol between CREA Hydro&Energy and Ha Noi Mechanical Engineering Co (Hameco). According to the vice chairman of the Viet Nam Chamber of Commerce and Industry (VCCI) Doan Duy Khuong, Viet Nam views the development of trade and investment relations with the Czech Republic as an important endeavor.

The past few months showed stable development in the two-way trade, which topped US\$156 million in 2009. Czech exports to Viet Nam stayed at \$36 million and its imports at \$120 million, most of which are agricultural products, seafood, footwear, garments, handicrafts and computer components. In addition, the Czech Republic has invested some \$35 million in Viet Nam, with a focus on manufacturing crystal glass, beer, electrical devices and electronics. These figures, however, failed to match the economic potential of the two countries, Khuong said, adding that the

Czech Republic would be a gateway to a large and lucrative EU market, while Viet Nam would simultaneously introduce Czech products to ASEAN countries.

There were untapped opportunities for increased co-operation, said the minister of Industry and Trade Le Danh Vinh, citing Viet Nam's advantages in garments, footwear, agricultural production, food processing and consumer goods, as well as Czech strengths in the mining, pharmaceutical and IT industries. He called for the frequent exchange of business delegations to foster transfers of trade and investment information as well as to find out new co-operation opportunities. Vinh also proposes organising more business conferences and forums in each country. **Source: VNS**



Singapore tugs: **Sea Puli**, **Sea Mastif**, and **Scorpio** seen manoeuvring the **Bad Shun** into dydock at Jurong Shipyard 30th September

**Photo : John McAuslin ©**

## **ALUMINIUM BOATS AUSTRALIA LAUNCHES FIRST INTERNATIONAL VESSEL**

Aluminium Boats Australia's (ABA) latest vessel, for Chinese Owners, was launched at a ceremony at the shipyard on Thursday 23rd September.



The vessel was named **Carrie** by Miss Madeline Whitewood, daughter of ABA's Roy and Karen Whitewood. Also present for the traditional breaking of a champagne bottle on the bow of the vessel was Mr. Pan Hengli, Vice President, Ramu NiCo Management (MCC) Ltd, the Hon. Paul Lucas, Queensland Deputy Premier and Queensland government's Special Trade Representative to China, the Hon. Steve Bredhauer.

The **Carrie** is a crew transfer catamaran for the Papua New Guinea mine operations of the China Metallurgical Group Corporation-

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sponsored Ramu NiCo. With capacity for 52 passengers plus 2 crew the 19 metre craft will operate at a service speed of 22 knots with a full load deadweight of 6.95 tonnes.

ABA Marketing & International Sales Manager, Justin Merrigan, commented, "The Carrie marks an important order from China, being ABA's first foray into Asia with a highly professional customer with whom we have great hopes for a long and fruitful working relationship."

Speaking as the vessel was launched, ABA General Manager, Stuart Pascoe, told guests, "I believe that we have constructed a vessel that epitomizes the strength of ABA's relationship with Ramu NiCo and their parent company, China Metallurgical Group; a relationship developed in mutual understanding and trust, engendered by the Queensland State government's support in securing the contract.

"We look forward to expanding our international market over the long term. We have demonstrated that Queensland marine manufacturers can provide a smart, safe, economical and cost effective product to the world, without subsidies and without tariff support, working with government and our clients," he said.

The vessel is due for delivery in November and will sail to Madang Port from Brisbane under her own power.

Source : Gary Andrews

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## Genco Shipping & Trading Limited Takes Delivery of Supramax Vessel

Genco Shipping & Trading Limited announced that it has taken delivery of the **Genco Languedoc**, a 2010-built Supramax vessel. The **Genco Languedoc** is the twelfth vessel to be delivered to the Company under Genco's agreement previously announced on June 25, 2010 to acquire 13 Supramax vessels from Setaf SAS, a wholly owned subsidiary of Bourbon SA.

The Company also announced that it has reached an agreement to enter into a time charter for the Genco Languedoc with Setaf Saget SAS for 1 to 3 months at a rate of \$24,250 per day, less a 3.75% third party brokerage commission. The time charter for the **Genco Languedoc** is expected to commence on or about October 1, 2010 and is subject to the completion of definitive documentation. The Company used its available cash to pay the remaining balance of approximately \$32.13 million for the **Genco Languedoc**. On August 20, 2010, the Company entered into its previously announced \$253 million senior secured term loan facility and intends to use the credit facility to refund a

total of \$21.5 million associated with the purchase of this vessel to the Company. Source: Genco Shipping & Trading Limited



The **OSPREY** seen loaded with the **ENSCO 8503** in Singapore  
Photo : Charles-Dauphin Miller - [www.tugboatphotos.com](http://www.tugboatphotos.com) ©

## Brittany Ferries eyes SeaFrance

Brittany Ferries says it is interested in taking over fellow ferry operator SeaFrance but will not consider making an offer until it knows more about the conditions of sale. Supervisory board chairman Jean-Marc Roué said he had seen reports that SeaFrance's owner, French rail operator SNCF, has mandated the Crédit Agricole bank to look for bidders for the loss-making company. He said Brittany Ferries had made a bid for control of the company in March last year, but added that "things have changed greatly compared to that period." "To say that we are no longer interested would be untrue," he said. "We are interested by SeaFrance." However, he said his company would not decide whether or not to make a fresh bid on the basis of unconfirmed information. "I can't reply when I do not know what is being proposed," he said. Source: Fairplay

## Brittany Ferries Announces New Twice Weekly Service To Bilbao

Brittany Ferries Freight have recently announced their new 2011 schedules, which become effective from Spring, the major change being the introduction of a twice weekly service from Portsmouth to Bilbao to be operated by the 33,000 tonne vessel **Cap Finistère**. This new route will be in addition to a twice weekly Portsmouth-Santander, weekly Plymouth-Santander and the ever popular weekly Poole-Santander services.

In total, starting from Spring, there will be 6 return crossings a week between the UK and Spain; 4 from Portsmouth, 1 from Plymouth and 1 from Poole. The decision to expand services on the direct axis between the UK and Spain has been based on the results of progressively building freight traffic on the route from the initial introduction of the freight only vessel, **Cotentin**, from Poole in 2007 through the acquisition of the **Cap Finistère** earlier this year. Again, the new route will have transit times that are purpose designed with the optimum use of the weekly 24 hour

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drivers' rest in mind; and with a minimum of 65 freight spaces on any sailing the service will have the desired effect of moving still more vehicles off the heavily congested roads in France.

Jon Clarke, Group Freight Director, says 'we are now one step away from a long held aspiration of having a daily service for both driver-accompanied and unaccompanied freight to Northern Spain. This progress clearly mirrors the enhanced appreciation by the road transport industry that vehicles travelling on long crossings are more productive in the round than when parked in either traffic queues or insecure parking areas. Then, of course, there are the increased pressures from the environmental lobbies, whose aim is to eradicate road congestion through a combination of pricing and driving restrictions that focus attention on the alternatives we now consistently offer.'

Source : Brittany Ferries Freight Sales

### 3 TUGS NAMED IN ROTTERDAM



Photo top : Roderik van Nispen ©

On Wednesday 29, 2010, in the Waalhaven (Rotterdam) the '**Smit Seine**', '**Smit Cheetah**' and '**Smit Ebro**' were named by respectively **Brigitte van Breugel**, **Claudia van Andel** and **Lee Sook Fung** (all SMIT ladies).

On the photo left : from left to right: **Lee Sook Fung**, **Claudia van Andel** and **Brigitte van Breugel**.

Photo left : Maarten Meeuwisse ©





The **WADI HALFA**, IMO 8309866, on September 19th, 2010 on Kiel-Canal transit.

Photo : Michael Brakhage ©

## **Fjord Line's new cruise ferries could be LNG-powered**

The new cruise ferries of Fjord Line will be part of an EU-project with the aim of utilizing natural gas as fuel for shipping vessels. - This gives us the possibility to consider installing equipment that significantly reduces emissions to the environment, as compared with a propulsion system based solely on bunker oil, says CEO Ingvald Fardal.

The Ministry of Trade and Industry in Norway supports a joint European project with the aim to increase the use of natural gas as a fuel for shipping vessels. The project shall in the short term explore what possibilities exists for increased use of LNG (Liquefied Natural Gas), and consider the optimal strategy that will increase the number of LNG-terminals in the North Sea and Baltic Sea regions. Concurrently the possible use of natural gas on Fjord Line's new ferries in service between The West Country and Hirtshals, and Kristiansand and Hirtshals, respectively, will be considered in a pilot study. The total grant for the project is NOK 10 mill. Fjord Line has also applied for a direct grant from The EU in order to upgrade the vessels, in order for them to be able to use LNG as fuel.

- The cruise ferries are to be constructed at Bergen Group Fosen, and the contract stipulates that the ferries should be prepared to run on LNG. We are very pleased that we have been given the possibility to convert the new vessels to an LNG-based propulsion system. The advantages with LNG are no sulphur- and particle emissions, and a reduction in emissions of harmful NOx-gasses by about 90 per cent as compared to conventional fuel. Further, CO2 emissions could be reduced by up to 25 per cent.

A major challenge connected with installing fuel storage tanks for LNG is the limited space onboard. LNG demands double the volume as compared to conventional fuels in order to provide the same engine power. Storage tanks with LNG also demands more space due to regulatory demand for more insulation. These factors have been considered when the new vessels have been planned and designed. Another crucial aspect is the availability of LNG-bunker facilities on the services we operate, and the possibility to load fuel while passengers are on board, underlines Fardal. Installing a propulsion system based on LNG will also have a substantially higher cost than a conventional propulsion system.

With the new cruise ferries in operation from the autumn/winter of 2012, Fjord Line will be able to offer daily sailings on both services between Bergen - Stavanger - Hirtshals and Kristiansand - Hirtshals. - Fjord Line seeks to have a green profile on all its operations. We have a strong desire to be able to use environmentally friendly natural gas as fuel, for the benefit of both passengers and the environment where we operate - particularly in the port areas. We are

also anxious to see what the new terms for the NOx-fund will mean for the feasibility in installing and using environmentally friendly fuels such as LNG, says the CEO of Fjord Line. It is Fjord Line's subsidiary in Denmark who has entered into the agreement on the construction of the two new cruise ferries. Fjord Line Danmark A/S has also made the application to The EU to upgrade the vessels to the "dual fuel"-concept, with the support of the Danish maritime authorities and the engine supplier MAN. - We need to have the necessary conditions for the final decision on the conversion of the vessels to LNG in place by the end of the first half of 2011, says the head of Fjord Line.

Source : Fjord Line

## **MSC warns of delays at 'heavily congested' Beira**

Mediterranean Shipping Company (MSC) says that the congestion occurring at the Mozambique port of Beira has reached the stage where all shipments may be subject to lengthy delays. This includes containers already discharged at the port for onward transportation to inland destinations. Source : ports.co.za



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The new Dutch pilot tender **AQUILA** seen operating at Maaspilot Station - Photo : Marijn van Hoorn (c)

## **Amarcon: 'Innovation is our second nature'**

Amarcon is continuously working on her OCTOPUS technology in order to provide the maritime industry with the best possible routing/decision support and performance monitoring. Amarcon is probably best known for its onboard software. OCTOPUS-Onboard combines ship characteristics with navigation data, weather forecasts and wave and motion measurements. This facilitates continuous monitoring as well as simulation and forecasting of the ship responses and performance. One of the latest developments is an extension for OCTOPUS-onboard that constitutes a new dynamic approach to voyage planning. It combines onboard measurements and forecasts with a new algorithm which will assist the Master to reach the destination by choosing the route with the lowest resistance and cruising with the optimal speed.



Another innovation from Amarcon is the extension of OCTOPUS-Onboard with the Dynamic Positioning capability forecast function, DP for short. DP software gives offshore vessels the possibility to make use of a safe time window for their weather-sensitive operations. This DP capability forecast is based on:

- Thruster locations and maximum forces
- Wave radar
- Underwater hull form
- Superstructure
- Wave, wind and current forecast
- Wamit 3D-diffraction wave drift force database
- Actual loading condition

With DP capability the crew can easily see if it is sensible and efficient to maintain the operation or that is better to abort it and start again at a different time. The benefits are clear: optimal use of man and machine in a safe environment, leading to huge cost reductions.

Amarcon serves all kinds of markets within the maritime world: from Container- to Cruise Shipping and everything in between. Would you like to have more information about upcoming innovations or products from Amarcon? Please visit [www.amarcon.com](http://www.amarcon.com) , send an email to [sales@amarcon.com](mailto:sales@amarcon.com) or call +31-529 436 876.

## Teekay's Bjorn Moller to retire

Bjorn Moller is to retire as President and CEO of Teekay Corporation in the spring of 2011, after more than 25 years with the company. He will also retire from his position as President and CEO of Teekay Tankers Limited .

The Board of Directors of Teekay has appointed Teekay's Chief Strategy Officer and Executive Vice President, Peter Evensen, 52, as CEO-elect to succeed Mr. Moller. Mr. Evensen joined Teekay as Chief Financial Officer and Senior Vice President in 2003 after 25 years in shipping, finance and banking. He was appointed to his current role of Chief Strategy Officer in 2006.

At Teekay Tankers, the board has named Bruce Chan, 38, as CEO-elect to succeed Mr. Moller. Mr. Chan is currently President of Teekay Tanker Services, the business unit of Teekay that manages the conventional crude oil and product tanker fleets within the Teekay Group, including the commercial tonnage pools in which Teekay Tankers' spot tankers are employed. Mr. Chan will continue in his role in Teekay Corporation when he assumes the role as CEO of Teekay Tankers. He has served 15 years with Teekay Corporation and is a member of its Senior Leadership Team.

Source : MarineLog



Lindóia BR seen moored Sept 28<sup>th</sup> at Aratu, Bahia, Brazil. - Photo: Celso Marino (c)

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## SCI goes shopping in China for 8 ships

The country's biggest ship owner by fleet size and revenue, Shipping Corp. of India Ltd (SCI), is buying eight ships from China worth \$557.2 million (around `2,513 crore) even as it awaits government approval for a follow-on public offering of shares. The deal includes four Kamsarmax dry bulk carriers, each capable of carrying 80,000 tonnes of dry bulk commodities, and four oil supertankers, each with a capacity to carry 318,000 tonnes of crude oil. A Kamsarmax dry bulk carrier is the biggest ship that can call at the world's largest bauxite loading port at Kamsar in Equatorial Guinea. Jiangsu Rongsheng Heavy Industries Group Co. Ltd, based in the eastern Chinese province of Jiangsu, has emerged as the lowest bidder from a list of five technically qualified entities to build the four oil supertankers, including two options, for SCI. Jiangsu Rongsheng, one of China's largest private shipbuilders, quoted a price of \$106.7 million for each of the oil tankers, at least two people briefed on the public tender said. They declined to be named because of company policy on speaking to the media. There is a possibility that the price quoted by Jiangsu Rongsheng could be reduced further through negotiations, they said. The cost of building an oil supertanker had touched \$160 million in early 2008 when the shipping market was at its peak.

The SCI management will inform its board on Wednesday on the outcome of the tendering process, one of the people mentioned earlier said. A company spokesman declined to comment. On Monday, SCI said in a statement to the stock exchange it has signed a contract with Jiangsu Eastern Heavy Industries Co. Ltd, for buying four Kamsarmax carriers at a price of \$33.3 million each. Having oil tankers registered in India provides energy security to the country, the SCI spokesman said.

India is heavily dependent on imported crude for its energy requirements. Oil refiners are now seen favouring large tankers to haul crude to cut transportation costs as larger quantities can be shipped at a time. SCI plans to spend about \$2 billion to buy 30 more ships by 2015 to replace older vessels and boost capacity, according to chairman and managing director S. Hajara.

It owns and operates a fleet of 75 ships, including two oil supertankers, accounting for around 33% of the total shipping capacity with Indian fleet owners. The company has signed construction contracts with various global shipyards for another 27 vessels worth \$1.64 billion; seven of these will enter the fleet this year. The government is looking to sell 10% of its stake in SCI, in which it currently holds 80.12%, as part of a plan to raise `40,000 crore this fiscal through a share sale in state-run firms. SCI will also sell 10% fresh shares to part-fund expansion plans. In March, the company had won approval from shareholders to raise the borrowing powers of the board to `12,000 crore from the earlier `5,000 crore to purchase ships. **Source: Live Mint**

## **Nederlandse Kaap Hoorn-vaarders**

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

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



The **MANSOUR TIDE** seen operating off Douala after delivery of the **ATWOOD BEACON** to Dockwise **TALISMAN**  
Photo : Fop Leder (c)

## RECENTLY UPLOADED HIGH RESOLUTION PHOTOS AT THE WEBSITE

TOISA PALADIN	-	Offshore support	PUMA TIDE	-	AHTS
TERRAS PEGASUS 1	-	Coastal tug	MALAVIYA NINE	-	AHTS
BRITTOIL 50	-	AHTS	AL 10	-	Coastal tug
MEDELIN COMPASS	-	Coastal tug	IBI TEME	-	AHTS
PU 2010	-	Coastal tug	MAERSK PROMOTER	-	AHTS
BOURBON SIRIUS	-	AHTS	RUBICON MAVERICK	-	Offshore Support
CS SAFE	-	AHTS	SKY LINE 201	-	AHTS
SMIT ANGOLA	-	AHTS	SAHAND	-	Container Liner
TI TOPAZ	-	VLCC	TAIZAN	-	VLCC
HS BERLIOZ	-	Container Liner	UNIQUE DEVELOPER	-	Tanker
NIARA	-	Container Liner	SINOPA	-	General Cargo
TAIYO	-	General cargo			

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