



Number 276 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Sunday 03-10-2010**

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

Seaway Heavy Lifting

Offshore installation

- Platform installations and removals
- Globally available
- 5000 mt crane capacity

Seaway Heavy Lifting



Albert Einsteinlaan 50, 2719 ER Zoetermeer
The Netherlands
e-mail : info@shl.nl



Above seen van Oord's **TSHD Volvox Atalanta** dredging at Dubai

Photo : Earl D'souza - Captain TSHD Ham 312 ©

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



VLIERODAM WIRE ROPES Ltd.

wire ropes, chains, hooks, shackles, webbing slings,
lifting beams, crane blocks, turnbuckles etc.

Nijverheidsweg 21 3161 GJ RHOON The Netherlands

Telephone: (+31)105018000
(+31) 105015440 (a.o.h.)

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl
info@vlierodam.nl



Long distance shot of the loaded **DONGBANG No 1** passing the Singapore straits Westbound last week
Photo : Piet Sinke ©

Jan de Nul confirms kidnapped crew members released

Jan de Nul has confirmed that, after what it called "an extremely difficult period for the families that lasted more than 19 days," the two crewmen from its dredger Amerigo Vespucci who were kidnapped in Cameroon have been released.

The two men were kidnapped on 12 September 2010 by an armed gang whilst the trailing suction hopper dredger was near the port of Douala. "After days of negotiation, the two crew members, a Croat and a Filipino, were released safe and sound on 30 September," said Jan de Nul in a statement.

"Thanks to the efforts of the Jan De Nul Group crisis team, four Ukrainians who were kidnapped on the same night from another ship, have also been released," said the company.

"Thanks to the close collaboration with the Cameroon and Luxembourg authorities this kidnapping came to a positive ending. Also there has been close consultation with other authorities involved, namely the Belgian, Croatian, Philippine and Ukrainian authorities," said Jan de Nul. Both men have already talked to their families and are on the way to be reunited with their relatives. **Source : Dredging News Online**



The **CAP BIZERTA** seen outward bound from Hamburg – **Photo : Capt. Hans Schaefer ©**

Singapore pushes to become maritime research leader

The maritime education, training and research landscape in Singapore is set to benefit from two new initiatives.

The first initiative, the Singapore Maritime Institute (MI), will be launched as part of efforts to support the growth of Singapore as an International Maritime Centre. The second initiative consists of improvements to the Maritime and Port Authority of Singapore's (MPA) Maritime Cluster Fund (MCF).

MPA will commit up to US\$200 million in funding over the next ten years for the Singapore MI. The Singapore MI aims to develop strategies and programmes related to the academic, policy and R&D aspects of the maritime industry. Key focus areas of the MI include sectors such as shipping, port and maritime services, as well as offshore and marine engineering.

The Singapore MI will work towards attracting renowned academics and researchers to base in Singapore and groom the next generation of local maritime academia talent. On the other hand, MPA's improvements to the MCF will allow maritime organisations and individuals to benefit from an expanded scope of training and development activities.

Source : Baird Maritime



Above seen the **Sky Jupiter** exchanging containers at the Port Chalmers container terminal 30-09-2010

Photo : Ross Walker ©

Middle East Tanker Returns Head for Biggest Drop in Three Weeks

Income from hauling Middle East crude oil to Asia, the world's busiest route for supertankers, headed for the biggest weekly retreat in three weeks because of a surplus of ships for hire. Returns for very large crude carriers, or VLCCs, on the industry's benchmark Saudi Arabia-to-Japan route fell 13 percent to \$7,383 a day, according to the London-based Baltic Exchange. That extended this week's slide to 17 percent. The vessels must earn \$11,601 a day to pay crew, insurance, repairs and running costs, Drewry Shipping Consultants Ltd. estimates. "Tonnage continues to build up," Imarex Asia Pte, a unit of Oslo-based freight-derivatives broker Imarex ASA, said in an e-mailed report today. An additional 10 VLCCs are available over the next four weeks, taking the number to 106 vessels, it said.

A surplus of ships in the region expanded to 28 percent on Sept. 28 from 20 percent a week earlier, according to Bloomberg News surveys of owners and brokers. The exchange's benchmark Worldscale rate on the Saudi Arabia-to-Japan route slid 1.5 percent to 46.42 points. The price is used to settle freight derivatives. Rental income is then calculated by subtracting fuel and port costs, meaning returns and the Worldscale rate tend not to move in alignment. Worldscale points are a percentage of a nominal rate, or flat rate, for more than 320,000 specific routes. Flat rates for every voyage, quoted in U.S. dollars a ton, are revised annually by the Worldscale Association in London to reflect changing fuel costs, port tariffs and exchange rates. Each flat rate assessment gives owners and oil companies a starting point for negotiating hire rates without having to calculate the value of each deal from scratch. The Baltic Dirty Tanker Index, a wider measure of crude oil transportation costs, fell 0.6 percent to 686 points. **Source: Alaric Nightingale, Bloomberg**



BGT Transport & Expeditie Bedrijf Bv.

Groupage Frankrijk
Offshore agency
Forwarding
Warehousing
Packing
www.bgttrans.nl
+31 10 4949600



Nuclear power for LNG carriers?

Babcock International Group's Marine Division has completed a study to investigate the commercial implications of developing a nuclear-powered LNG carrier. Among its findings, the study has identified that recently updated legislation and available classification society rules allow for a fresh approach to the design of nuclear powered vessels.

A number of factors have led to a recent renewal of interest in nuclear power for commercial ships. These include concerns over CO₂ emissions and the rising price of fossil fuels. Meantime, development of nuclear propulsion has been ongoing over the years (largely centered on icebreakers) with recent papers concluding that nuclear propulsion

for high speed container ships is technically feasible. And, of course, there are quite a number of nuclear powered naval vessels.

According to Lloyd's Register, some 600 or so nuclear reactors are operating in the world today, of which approximately one third are serving at sea.



Babcock's high level study was undertaken to determine the commercial feasibility of utilizing nuclear power for the main propulsion and auxiliary power generation on board an LNG carrier. The company believes that a number of benefits could be realized. Low emissions are among them: the nuclear plant would eliminate CO₂, NO_x and SO_x emissions. Additionally, the vessel's large power generation requirements would be supplied by a relatively compact power source, yielding a space savings that would maximize cargo capacity. Other benefits would include a significant reduction in noise generation.

Babcock's investigation and report covered aspects of nuclear vessels ranging from engineering and design issues, recent technical developments, and statutory regulations, to operational aspects, through-life maintenance, training requirements, and vessel disposal.

The Integrated Technology unit of Babcock's Marine division has many years' experience in complex vessel concept work and on LNG projects. Further, Babcock's Marine division is the sole UK in-service support contractor for the Royal Navy's nuclear submarines, undertaking refits and upgrades, supporting operational submarines, and providing engineering design and technical support services. Babcock specialists in ship design, nuclear plant systems installation, maintenance, and decommissioning were involved in undertaking the feasibility study.

Babcock's Integrated Technology commercial projects director David Dobson said that the study indicates that particular routes and cargoes lend themselves well to the nuclear propulsion option, and that technological advances in reactor design and manufacture have made the option more appealing. It has also confirmed significant benefits in terms of environmental impact and sustainability. Further, in reviewing the latest updated legislation, it is evident that newly issued design codes from Lloyds Register allow the design of nuclear powered vessels to be re-visited. On the other hand, initial capital costs are high (although they will reduce significantly when more applications for commercially produced marine reactors are found) and commercially available building and maintenance facilities would need to be established if significant numbers of these ships were to be planned.

"Nuclear power for commercial vessels is becoming significantly more attractive on a number of counts, not least from an environmental perspective, but there are a great many issues to weigh and consider in determining the feasibility of nuclear propulsion for any commercial vessel," Mr. Dobson says. "Our knowledge and experience puts us in a particularly strong position to identify and advise operators on these issues. We have worked with several of the major operators in the marine and oil and gas sectors on a number of ground-breaking developments in FPSOs and LNG vessels over the years, and are delighted to be again investigating new ground." **Source : MarineLog**



The **ELEONORA MAERSK** seen arriving in a misty Rotterdam-Europoort – **Photo : Christiaan Beuker ©**

Mideast crude battles to recoup lost ground in Asia

Middle East producers will struggle over the next year to recover Asian market share as rivals from Russia to Latin America encroach on the top oil consuming region while demand growth elsewhere remains slow.

Middle East producers are fighting back to keep their market share in Asia, even while the largest suppliers are bound by OPEC supply targets that limit flexibility. They have lowered prices, stored crude nearer consumers and invested in refineries in the region to protect their foothold, seeing their spare pumping capacity as a key marketing pitch to buyers.

"Mideast producers are fighting on two fronts, first fighting (Russia's) ESPO crude, second fighting Brent-based sweet crude, particularly from Africa, but also from Latin America," said Hawaii-based Kang Wu, managing director of consultancy FACTS Global Energy. These alternative crudes were of better quality and sometimes cheaper, he added.

But Gulf producers were still likely to cede more ground next year as Russia doubles export capacity to Asia with the start up of a link to China from the East Siberian-Pacific Ocean (ESPO). The link is due to start pumping 300,000 barrels per day on Jan. 1, 2011.

Since its market entry in late 2009, medium-heavy sweet ESPO has vied head-on with Middle East sour crudes. Discounts on the new grade, tax incentives and proximity to refiners have helped make the oil a staple for refiners in South Korea, Japan and Southeast Asia.

"In the short term, the ESPO blend could carve a considerable niche in the Asian market, which would in turn soften the premiums Middle Eastern sellers into Asia currently enjoy," said Vijay Mukherji, head of Middle East oil analysis at FACTS. Demand is falling in Japan and plateauing in South Korea, intensifying competition to sell to those markets, he said.

"The clearest actions taken by Mideast producers are really in pricing strategy to win back Asian customers," said Kang Wu. Middle East producers including top oil exporter Saudi Arabia have cut crude prices relative to international benchmarks to encourage buyers. The kingdom cut September prices of its crudes supplied to Asia to 20-month lows while those for Abu Dhabi fell to multi-year troughs.

Saudi Aramco and Abu Dhabi National Oil Co (ADNOC) have also stored crude in Japan for better access to Asian markets as they look to increase their flexibility to compete with ESPO sales.

The ESPO export terminal is close to Northeast Asian consumers to meet demand for additional cargoes from the region's refiners. Middle East producers have also continued to look for opportunities to invest in refineries in the region, especially in China, to lock in guaranteed buyers in fast-growing markets.

But to date, efforts to defend market share have failed. Plentiful global supplies and low freight rates have allowed buyers to choose from a wide variety of crudes. Refinery upgrades meant plants in South Korea, China and India can process a wider variety of oil. Buyers have also been encouraged to look elsewhere after record OPEC supply curbs in December 2008 drove up the relative cost of its sour crudes, eroding their competitiveness against sweeter grades.

As a result, Middle East market share has fallen in two of the top Asian consumers this year. Gulf crude accounted for nearly 45 percent of China's imports in the first seven months this year from 52 percent in the year-ago period, government data showed. West and Central Africa and Latin America saw their market shares increased to 21.3 percent and 8.5 percent respectively.

In Japan, Middle East crude made up 85.6 percent of the country's total July crude imports, down from 88.8 percent a year ago, official data showed.

India may be the exception, as its expanding national refineries seek more volume from favoured state-run suppliers, reversing what has been the Gulf's falling share in Indian crude imports as private refiners have bought elsewhere.

In the long run however, as holders of the world's largest oil reserves, the Middle East could reclaim market share as consumption grows by using its spare capacity as a marketing tool. Asian oil demand will exceed 23 million barrels per day (bpd) by 2015, said the International Energy Agency (IEA), versus 19.3 million bpd this year. That would bring into use almost all the supply cushion held by Saudi Arabia or around 4 million bpd of spare capacity.

No other OPEC country has a comparable buffer. Non-OPEC output will inch up 300,000 bpd in that same five-year period to 52.5 million bpd, the IEA said. FACTS' Kang Wu said the reduction in Middle East's share of China's crude supply may have hit bottom. "Given the volumes of Chinese requirements for the crude, I think the market share for Middle East crude will recover," he said. "China simply needs more crude. Most of the refineries proposed or under construction are targeted at sour crude." **Source : Malaya / Reuters**

We are pleased to announce that **Ajax-Chubb Brandbeveiliging B.V.** and **Chubb Varel Security B.V.** have joined forces. As of September 28, 2010 we act as one company out with the new name Ajax Chubb Varel.



becomes

Ajax Chubb Varel

A UTC Fire & Security Company

What does this merger mean to you?

You can benefit from an even wider range of products and services, offered from a professionally run organization. Just think:

- Ajax-Chubb is a leader in supplying and servicing including fire extinguishers, hose reels, emergency lighting, fire extinguishing systems and fire detection.
- Chubb Varel is a leader in electronic security. The product range includes burglary, CCTV, access control, perimeter security and alarm services.

The new organization combines the strength of two big names that we are better able to offer you - from 17 offices in the benelux - a complete security solution.

More information

We trust to have informed you satisfactory and look forward to a pleasant and long-term continuation of our cooperation. For more information, please visit our website www.ajaxchubbvarel.nl

For all "Marine" matters, our contact details remain unchanged. info@ajaxmarinesafety.com



The **CAP SCOTT** seen in Rio Grande – Photo : Marcelo Vieira ©



Marine Diesel Parts Supply.com

Parts supplier and reconditioner for:

Cylinderheads,	Pistons,
Liners,	Connecting rods,
Exhaust valve(-housing),	Valves (in- and exh-),
Governors,	Charge-air coolers,
Fuel Equipment,	Fuel Filtrations products,
Crankshaft,	And many more.....

We specialize in:

MAN (B&W): KZ, KSZ, EF, GF(CA), GB, and MC(-C)
MAN (Holeby): 20/27, 23/30, 28/32, 32/40, S28LH
SULZER: RD, RND(M), RL, RTA(U)
MaK (AK & C Types): 452, 453, 551, 552, Also Crankshafts!
DEUTZ: 350, 628, 716, 816, RBV, BF, and many others
BRYANSK, MWM, CATERPILLAR, MITSUBISHI, WARTSILA and all licensees

parts@marinedieselpartssupply.com Fax: +31-78-674 7377 Tel +31-62080 4472 (24 hrs) located in Port of Rotterdam

Duck boat's captain sues city and tug operator

The captain of the duck boat involved in a July 7 accident that killed two young tourists has sued the City of Philadelphia and tugboat operator K-Sea Transportation. In a filing Thursday in Common Pleas Court, Gary Fox said he nearly died that day on the Delaware River and still suffers from severe emotional and physical injuries.

Representatives for the city, which owned the barge involved in the crash with Fox's boat, and for K-Sea Transportation, which owned the tug towing the barge, said they would not comment on ongoing litigation.



Fox's complaint accuses K-Sea of failing to maintain a proper lookout, failing to heed radio warnings, and violating other basic safety precautions. The suit says the city controlled the waterway and should have known it was dangerous.

When Fox saw smoke coming from the duck boat's engine, he shut it down and called his company for help. As the tug and barge approached the duck boat, Fox radioed marine channels "multiple times" to say that his boat was without power and in distress and that the tug should change course, according to the lawsuit.

The tugboat did not respond, so Fox ordered his 35 passengers to don life jackets. The barge ran over the duck boat, pushing Fox "under the hull of the barge, where Fox could see his remaining passengers," the complaint says.

"Just as he felt he was running out of oxygen, Capt. Fox managed to swim out from one of Duck Boat 34's windows," according to the suit. The complaint says Fox "suffered serious physical injuries, including to his head, back, neck,

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 276

arms, and legs, all of which may be permanent." Fox's lawyers, Robert E. Slota Jr. of Hamburg, Rubin, Mullin, Maxwell & Lupin, and John J. McAuliffe Jr., said their client stayed on the boat even as others were jumping off.

His physical injuries include bruises, abrasions, and pain. He has not worked since the accident. "Capt. Fox has told us a number of times that he can still see the faces of the victims and hear their screams," McAuliffe said.

Slota said the accident was especially difficult for Fox to cope with because he had a reputation for being especially careful about safety. "This event has really hit him very hard, because he's always paid attention meticulously to the safety of his crew and of his passengers, so he's had a very difficult time dealing with this emotionally," Slota said. "Capt. Fox's thoughts and concerns continue to go out to the other victims of the crash."

In August, a suit was filed on behalf of the families of the two who died, Dora Schwendtner, 16, and Szabolcs Prem, 20. The suit, claiming negligence and wrongful death, was filed against Ride the Ducks, K-Sea Transportation, and the City of Philadelphia.

Bob Salmon, a spokesman for Ride the Ducks Unlimited, which operates the duck boats, said his company hoped to "have an announcement soon with regard to reopening" in Philadelphia. **Source : philly.com/inquirer**



**Mission
(im)possible?**

Dockwise is the global market leader in heavy marine transports and installations up to 70,000 metric tons. Our versatile fleet of 20 semi-submersible vessels and project organization serves clients around the world with turn key solutions.

With Dockwise nothing is impossible!

www.dockwise.com

DOCKWISE

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

A boost to coastal security

The Director-General of the Indian Coast Guard, Vice Admiral Anil Chopra, on Friday commissioned the C-148 Interceptor Boat enhancing the close-coast surveillance capability of the coast guards at an impressive ceremony at Veraval in the Saurashtra coast of Gujarat.

Built at the ABG Shipyard in Surat, the C-148 is the sixth in the series of 11 such boats to be built indigenously with ultra-modern navigational and communication equipment, an official spokesman of the Indian Coast Guard said.

The 28-metre Interceptor Boat with a 90 tonne displacement, manned by 12 people, has an endurance of 500 nautical miles at an economical speed of 25 knots and can achieve a maximum speed of 45 knots. In addition to various state-of-the-art navigational and communication equipment, the boat is also equipped with automatic small arms and 12.7 mm 'Prahari' Heavy Machine Gun (HMG) for effective fire power.

With the induction of C-148, the coast guard fleet now comprises of 44 ships, 19 interceptor boats, six hovercrafts, 24 Fixed Wing Aircraft (Dornier) and 21 Helicopters to undertake its vast charter, including search and rescue, anti-smuggling and anti-poaching operations. **Source : The Hindu**

Kenya jails 11 Somali pirates

A Kenyan court in the port town of Mombasa jailed 11 Somali men for five years each for trying to hijack a Liberian-flagged ship last year, the European Naval force said on Thursday. The 11 were charged in relation to the attack on the **MV Safmarine Asia** in April 2009. An EU Navfor patrol ship thwarted the attack and seized the men, who were then handed to Kenya.

"EU Navfor welcomes the third judgment, which was delivered on September 29," it said in a statement. Last week seven pirates were convicted and given five years in prison for hijacking a Spanish ship in 2009. Pirate attacks on the Indian Ocean off Somalia's coast have made the shipping lanes linking Europe with Africa and Asia the most dangerous in the world, increasing the costs of seaborne global trade.

Prosecution of captured pirates has been hampered by disagreements over which country should try them. Somalia itself lacks the legal infrastructure to hold trials. EU Navfor said to date it had transferred 92 individuals to Kenya for prosecution. In the latest transfer on Wednesday, it handed over four men, seized for hijacking a dhow with nine Kenyan fishermen and a Somali translator. Kenya is worried it will be lumbered with pirates released after serving sentences or those acquitted by local courts, and has warned of security concerns. **Source: uk.reuters**

CASUALTY REPORTING



MULTRASHIP
TOWAGE & SALVAGE

www.multraship.com +31 (0) 115 645 000

Converted Tug Marinel-1 Guttled by Fire at Sea



Luxury yacht **Marinel-1**, registered in Istanbul, caught fire on Thursday some 15 miles out to sea off Dalaman, Mugla, Turkey on 30 September 2010. The captain and his two crew quickly sent out SOS messages and in a short time they were joined by Coast Guard boats from both Fethiye and Marmaris.

The three men on board were rescued and the fire eventually extinguished by personnel from the Coast Guard boats – who also filmed the entire operation.

The **Marinel-1** was originally built in America and served in World War 2 from 1943.

After the war she continued as a US navy vessel until 1950 she was sold to the Turkish government and operated in the area of Haydarpasa Station, Istanbul as the towboat of the TCDD (Turkish State Railways) with the name of **Pilot I**.


At the end of its economical life she changed hands many times until 2008 when she was restored and owned by the Marinel Shipping Company, Istanbul, Turkey. She was last available to charter for 20,000 Euro per week according to the Galeo Yachting & Travel company website based in Gocek. On 23 March 2010 the boat was placed on Yachting and Boating World website for sale at a price of 2.9 million Euros. The still smouldering shell of the **Marinel-1** was towed into Fethiye harbour, Turkey on the morning of 01 October 2010 as pictured by our local news hound Stuart Aikman. **Source:** fethiyetimes



Left seen the tugboat **MARI** that sustained considerable damage to the main mast whilst assisting the megaship **CMA CGM Pegasus** on Thursday 30th September 2010 afternoon during berthing operation at Freeport Terminal 2 North at Marsaxlokk Harbour, Malta.

Photo : [Darren Scicluna](http://DarrenScicluna)
www.maltashipphotos.com ©

NAVY NEWS



Ergonomical control chair for offshore applications

- DP (NAVIS)
- AUTOPILOT
- CONNING
- TOUCH SCREEN MENU

- SWITCHING OF VARIOUS FUNCTIONALITIES
 - Sensor menu
 - Switching menu
 - Screen menu

ALPHATRON
www.alphatronmarine.com
deepsea@alphatronmarine.com



HMS Cumberland passes Drake's Island in Plymouth Sound as she leaves for the Middle East – **Photo : MOD 2010**

India to get Russian nuclear submarine in March

India's undersea warfare will receive a major boost after transfers its nuclear-powered **K-152 Nerpa** attack submarine on a 10-year lease in March next year. The governor of the Far East Khabarovsk region told reporters in Russia Friday that the vessel is ready.

"The boat has been handed over (to the fleet) now. According to the agreement, it will be transferred to India in March next year," Vyacheslav Shport said, as quoted by the Ria Novosti. The \$900-million lease contract was drawn up after Moscow and New Delhi sealed a deal in January 2004, in which India agreed to fund part of the Nerpa's construction.

The 12,000-ton **K-152 Nerpa**, an Akula II class nuclear-powered attack submarine, was originally scheduled to be introduced into the as by mid-2008. A crew of Indian submariners last year took part in sea trials of the submarine.

The boat, damaged in a fatal accident during tests last November, resumed sea trials last year in the Sea of Japan after extensive repairs. On Nov 8, 2008, while the **Nerpa** was undergoing sea trials in the Sea of Japan, its on-board

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 276

fire suppression system activated, releasing a deadly gas into the sleeping quarters. Three crewmembers and 17 shipyard workers were killed. Akula II class vessels are considered the quietest and deadliest of all Russian nuclear-powered attack submarines. **Source : Indiatimes**



Lt. j.g. Dave Sanchez, and Lt. j.g. John Geary, relax in a pool during a steel beach picnic aboard the aircraft carrier **USS George Washington (CVN 73)**. **George Washington**, the US Navy's only permanently forward-deployed aircraft carrier is underway helping to ensure security and stability in the western Pacific Ocean. **Photo : US Navy ©**



The new Spanish Navy's strategic projection vessel **Juan Carlos I** is seen during its giving ceremony at the Ferrol naval base, on September 30, 2010.

Norway: Israel-bound subs banned from testing in our waters

Scandinavian country tells German company building submarines for Israel it can no longer test them in its territory; local media say measure from Israeli Navy's role in enforcing Gaza blockade

Norway has informed German shipbuilding company Howaldtswerke-Deutsche Werft (HDW) that it will no longer be allowed to test Israel-bound submarines in its territorial waters as part of the country's ban on security exports to Israel, local media reported this week.

Reports said the decision stems from the Israeli navy's role in enforcing the blockade of Gaza. Survey conducted two days after deadly Navy raid shows 9.5% of respondents already boycotting Israeli products, while 33.5% would like to. Head of country's Socialist Left party calls on international community to boycott arms trade with Jewish state

According to an agreement signed in 2006, in early 2011 the Israeli navy is due to receive one improved Dolphin submarine built by HDW, which is based in the German city of Kiel. Israel is scheduled to receive another one in 2012.

HDW leases a Norwegian submarine base to test its new submarines. The Israeli navy has been using three Dolphin submarines for the past decade. The submarines were built in Germany in the late 1990s. Apart from their surveillance and intelligence gathering capabilities, Dolphin submarines can sink enemy vessels using torpedoes and Harpoon missiles. In addition, foreign media report that the submarines are equipped with strategic cruise missiles with a range of 1,500 kilometers (about 932 miles), and can also be armed with nuclear warheads. **Source :** ynetnews

SHIPYARD NEWS

Maritime  **JOBS4U**

Search, Select and Find your **maritime** job

- worldwide jobs
- easy & fast
- per work field
- apply any time

www.maritimejobs4u.com



Piriou shipyard in France delivers new aggregates dredger

Piriou shipyard in France recently delivered **Michel DSR**, a new dredger for CETRA. The 85m sand dredger will operate on the French coast, loading and transporting sand and gravel or mineral products. Built to satisfy the relevant environmental laws, the dredger can perform unloading of dry products and does not therefore rely on port infrastructure. Another special feature of the vessel is the ability to dredge to a depth of 40m, whereas a conventional vessel can only dredge at 22/25m. **source :** Dredging News Online

Shipbuilding orders take a dive on Asian holidays

The newbuilding ordering pick up of activity during the month of September is currently on a hold, as annual lunar holidays in both China and Korea have essentially wiped out almost 60% of the shipbuilding industry, in terms of potential order taking, thus leaving more things to be answered during the weeks to follow. According to a recent report from Clarkson, "with demand volume now having somewhat diminished in comparison to a considerably active first half of the year - values have reached a plateau. With yards now having given themselves the comfort of a forward cushion, coupled with clear cross sector pricing benchmarks having been established and reinforcing buyer's confidence to commit - there remains enough enquiry left in the market to continue to sustain current market levels.

The hot topic of the week has centred around China's currency position and the perceived impact that this will have on shipbuilding pricing going forward. With the US continuing to pressure China to allow the RMB to appreciate further against the Dollar, shipyards are becoming increasingly concerned about their forward exposure. Clearly the continuance of the appreciation of the RMB will have a significant impact on the broad Chinese export economy as a whole - however with the Chinese continuing to manage their currency effectively and resist pressure from the US - how this position will evolve remains a matter of speculation for the moment. Chinese yards will therefore be keen to secure as substantial a portion of pre-delivery installments as comfort and security against what could be a volatile

currency position - this will again certainly go some way to ensuring that, for the moment, shipbuilding pricing in China continues to maintain a relative constant.

In terms of reported business, In Dry Jinhaiwan have signed contracts with Golden Ocean for 4 units of 74,500dwt Panamax Bulkers set for delivery as of 3Q/4Q 2012, we understand that this is a conversion order from original Kamsarmaxes signed at the yard. Yangzhou Sainty have also signed 2 units of 82,000dwt Kamsarmaxes with Wilmar which are scheduled for delivery 4Q 2012 as well as 3 reported further units with unnamed buyers also for delivery in 2012. Korean buyers Sinokor have also concluded, earlier this month, with Sungdong for 2 Kamsarmax units, scheduled for delivery Sep and Dec 2012. In Wet, Stolt Nielsen have ordered 4 units of 3,500dwt Bitumen tankers, vessels will deliver from 2H 2012 into 1Q 2013 from Nanjing East Star Shipbuilding.

In Gas, Jaccar Holdings have placed an order for 8 units of 12,000cbm ethylene ships at Qidong Dajiang Shipyard, deliveries will run from 2H 2012 through to 2014" Clarkson concluded. Meanwhile, in a separate report, shipbroker Fearnley's said that this week's newbuilding ordering activity was dominated by specialized vessels. "One more windmill installation carrier was fully confirmed this week. German owner, Beluga, ordered one 9000 dwt jack-up vessel at Polish shipyard Crist. Two Singaporean based owners made their move in newbuilding as well, the first ever woodchip carriers in China placed was placed by Nova Shipping while compatriot Pacific Carriers ordered two multipurpose box ships" said Fearnley's. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The **USAN FPSO** seen fitting out at Hyundai Heavy Industries in Korea, the FPSO measures 320 m long, 61 m wide, and 32 m deep. It is designed to produce 160,000 b/d of oil and 5 MMcm/d of natural gas, and store 2 MMbbl of oil.

HHI plans to complete the FPSO by February 2011. It will be moored in 750 m (2,461 ft) of water at the EPNL-operated Usan field offshore Nigeria.

Photo : Wouter van der Veen ©

Hyundai Heavy says Europe shipper cuts order

South Korea's Hyundai Heavy Industries (009540.KS) said on Friday an unidentified European shipper has cancelled part of its earlier order for new ships due to financial difficulty. The European company ordered eight container vessels under a contract valued at 856 billion won (\$750.8 million) in 2007 but has recently cut the order down to four vessels, the world's largest shipbuilder said in a filing to the stock exchange. **Source : reuters.com**

India's L&T to expand shipbuilding capacity

L&T Shipbuilding plans to invest Rs15bn (\$333m) to expand its vessel-building capacity at Kadipully, India. The company said it will develop the project in phases and the first phase of work is expected to start in 2011. L&T has acquired about 1,200 acres of land for the project, of which 800 acres will be used to build vessels 210m long and 46m wide.

The firm plans to deliver eight commercial vessels and 36 interceptor boats for the Indian Coast Guard by 2013, according to business-standard.com. **Source: ttkn.com**

Western India Shipyard Secures Order From DCI

Western India Shipyard announced that it has secured a new order from its client Dredging Corporation of India (DCI) worth Rs 56.3 million. The order work includes repair of one of their large vessels, DCI Dredge Aquarius at its shipyard at Marmugao, Goa within the next 40 days..

Western India had underperformed the market over the past one month till Sep. 27, 2010, rising 11.30% compared with the Sensex's 11.77% rise. It underperformed the market in past one quarter, gaining 3.23% as against 14.47% rise in the Sensex..

Shares of the company gained Rs 0.4, or 3.05%, to trade at Rs 13.50. The total volume of shares traded was 327,954 at the BSE (2.21 p.m., Tuesday). **Source : Dredging Today**

ROUTE, PORTS & SERVICES



Seamanship
Whatever the ship. Wherever delivered.

Redwise
GLOBAL SHIP DELIVERY & CREWING
info@redwise.nl

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

Diana Shipping Inc. Announces the Acquisition of a Post-Panamax Dry Bulk Carrier

Diana Shipping Inc., a global shipping transportation company specializing in dry bulk cargoes, today announced that it has agreed to purchase from an unaffiliated third party the MV "**East Sunrise 88**", a 2010 built Post-Panamax dry bulk carrier of 93,193 dwt, for a price of US\$40.8 million. The vessel, to be renamed "**Alcmene**", is expected to be

delivered to the Company by the sellers during the end of November 2010 Diana Shipping Inc. is a global provider of shipping transportation services. The Company specializes in transporting dry bulk cargoes, including such commodities as iron ore, coal, grain and other materials along worldwide shipping routes. **Source: Diana Shipping Inc.**



The **HAWK** sighted in W.J. Anchorage, Singapore ballasted down loading Jackup barge **ARB-3** on Oct. 02, 2010

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

The Maritime and Port Authority of Singapore and Dubai Maritime City Authority Sign MOU

The Maritime and Port Authority of Singapore (MPA) and Dubai Maritime City Authority (DMCA) have signed a Memorandum of Understanding (MOU) to foster their maritime relations. Under the MOU, both MPA and DMCA will explore opportunities for collaboration in the area of planning and regulation of marinas and waterways. Other possible areas of co-operation include promoting maritime environment protection as well as conducting maritime training and research.

Mr Ali Aldaboos, Executive Director of DMCA says he looks forward to working more closely with MPA. "Working closely with a world leading maritime authority such as the MPA will certainly help DMCA to boost our efforts to grow a sustainable and vibrant maritime sector in this part of the world. We are very delighted for the signing of this MOU as it represents a great milestone for DMCA indeed. We will work with our esteemed colleagues at MPA towards greater levels of coordination and the development of joint projects in the very near future." Singapore is keen to strengthen its ties with the Middle East, a strategic region for Singapore. Beyond this MOU, MPA has worked with the United Arab Emirates in enhancing the safety of navigation and protection of marine environment in the Straits of Malacca and Singapore (SOMS) through the Co-operative Mechanism for the SOMS. "On behalf of MPA, we are pleased to be signing an MOU with DMCA which will pave the way for further collaboration between both parties. Singapore and the UAE enjoy warm and friendly bilateral relations and close cooperation in the maritime arena," says Mr Yee Cheok Hong, MPA Group Director (Policy & Planning). **Source: Port Authority of Singapore**



The **PRIDE OF AMERICA** seen at Nawiliwili, Kauai the most northerly island of the Hawaiian islands

Photo : Willem J.M. Kappert ©

Minister invites Singapore firms to invest in Indian port projects

Union Shipping Minister G.K. Vasan has invited Singapore companies and investors to invest in ports and shipping projects in India. Heading a 20-member strong Indian delegation to Singapore on September 27 and 28, Mr. Vasan visited the PSA container terminal in Singapore Port.

He called on the Minister in the Prime Minister's Office and Second Minister for Finance and Transport of Singapore and discussed issues of mutual interest relating to the shipping industry. According to a press release, Mr. Vasan participated in a seminar on 'Port and maritime industry in India' that was jointly organised by the Confederation of Indian Industry and the High Commission of India in Singapore. The meeting was attended by more than 200 top corporate firms from the shipping industry and investors.

In his address, he highlighted the opportunities that are available in the port and maritime sectors in India and called upon Singapore based companies to be an active partner in the massive infrastructure development projects. **Source :** The Hindu

Scheepvaartmuseum Nierop

De zeer uitgebreide collectie aan materiaal omvat de gehele Nederlandse koopvaardij, Marine, sleepvaart, coasters, tankers, binnenvaart, visserij, zeilvaart, passagiervaart enz. Uiteenlopende, omvangrijke documentaires (boeken), geschriften, foto's vanaf 1845, negatieven, films, dia's, schilderijen, oorkondes, etc. geven een overzichtelijk beeld van het eens zo roemrijke scheepvaartverleden.

Daarnaast spreken de destijds aan boord gebruikte voorwerpen nog steeds hun eigen taal: uniformen, poststukken, vlaggen, passagebiljetten, afvaartlijsten, reisgidsen, logboeken, huisraad, lepeltjes, scheepsbellen, stoomfluiten, loggen, souvenirs en wat al niet meer. Het (privé) S.M.N. museum is niet alleen gespecialiseerd in de geschiedenis van de scheepvaart op Indie, maar tevens roept het de herinneringen en sfeer uit vroeger dagen van het voormalige Nederlands-Indie op.

Contactgegevens

Adres: Bolderweg 50

1332 AW JK Almere Stad

Tel: 036 5334411

Email: m.vantol@planet.nl

Openingstijden: Ma Di 14.00 - 17.00 uur en op afspraak

Jacksonville takes delivery of fireboat

The Jacksonville, Fla., Fire/Rescue Department has taken delivery of a second fireboat, a FireStorm 70, from Metal Craft Marine, Kingston, Ontario, Canada.



With a length, OA, of 70 ft 10 in and beam of approx 22 ft, the vessel is propelled by four Caterpillar C-18 diesels (each producing 1,015 hp) and driving Hamilton 403 waterjets to give the aluminum hulled vessel speeds up to 41 knots.

Gearing for pumps and propulsion is by ZF gear. The fireboat can pump over 14,092 GPM at 150 PSI and 17,892 GPM at 120 PSI with Hale quad 8 FKF pumps. It is equipped with a roof mounted Stang 5500 GPM monitor with

450 foot reach and four Elkhart 2000 GPM deck monitors.

Funded by a 2008 Port Security Grant, the vessel is equipped to detect chemical, biological and radiological threats and has an airtight bridge plus sophisticated communications equipment. **Source : MarineLog**

DP World opens container terminal at Peru port

Facility is situated close to Lima on the west coast of South America

South America's largest and most modern container terminal on the west coast, DP World Callao, was officially inaugurated by Peruvian President Alan García Pérez and DP World Chairman Sultan Ahmad Bin Sulayem. Global port operator DP World's newest marine terminal, situated close to Peru's capital city Lima, has opened a year ahead of schedule after 27 months of construction following the granting of the concession in July 2006.

Also attending were UAE Minister of State Reem Al Hashemi, DP World CEO Mohammad Sharaf, officials of the Peruvian Government, representatives of the business community and top executives from DP World.

Bin Sulayem said: "We believe Peru to be exemplary in economic and political stability in South America. It is also the ideal entry point for the west coast of South America, which is a dynamic economy with a large cargo market and strong trade growth." Sharaf added: "DP World helps create opportunities for the communities and economies in which it operates... brings in not only containers but more trade, more jobs and more income for the entire economy." Sharaf said the opportunities improve the lives of the people.

"This in turn is translated into more income for the government and better services for the people, which means more children going to school and more people accessing vital health care." DP World Callao has an annual capacity of about 850,000 TEU (twenty-foot equivalent container units) and is located in the south zone of the port of Callao, covering 225,000 square metres. Its two berths, each 350 metres with a 16-metre draft, are capable of handling two post-Panamax vessels of about 8,000 TEU simultaneously. The terminal has six Super Post Panamax gantry cranes, 18 rubber tyred gantry cranes and state-of-the-art information technology. It is the most important investment in the history of the Peruvian port industry **Source : Gulfnews**

DP World won't be sold to cover Nakheel debt

Dubai World, the state-controlled holding company that reached a creditor agreement earlier this month to change terms on \$24.9 billion of liabilities, is unlikely to sell off prized asset DP World in ongoing efforts to meet its debt obligations, a senior executive with the ports operator has said. "The government knows that DP World is one of the best and the strongest companies in Dubai like Emirates Airlines. Therefore, it is in the interests of Dubai government to keep DP World," said Mohammed Al Muallem, senior vice president and managing director, UAE region, DP World. "We have seen that over the Dubai World issue they have not really touched DP World. On the contrary, they have been supportive," he said, speaking on the sidelines of an event hosted by Seatrade Middle East Maritime. The world's third largest port operator, DP World is 80% owned by Dubai World and is one of the most profitable concerns in its portfolio.

The firm owns the Middle East's largest container port in Jebel Ali and the £1.5 billion London Gateway, currently under construction in the UK. Debt-laden Dubai World has previously said it may sell high-profile assets, such as DP World, MGM Resorts and luxury retailer Barneys New York, to raise up to \$19.4 billion if operating cash flows are insufficient to repay its debts. The contingency plan was included in restructuring documents given to banks in July. Al Muallem said the Dubai World debt crisis has largely bypassed the ports operator, which posted \$580 million in earnings before interest, depreciation and taxes in the first half this year. "We have been continuing with our business, and meanwhile the Dubai World crisis and the global crisis has come, but we have actually grown," he said. DP World is listed on NASDAQ Dubai. In June, the ports operator postponed the planned dual listing of its shares on the London Stock Exchange, as it awaited the alignment of the trading system between the two bourses. Al Muallem declined to comment on the listing, which is now expected to take place early next year, but said the timing was still "under discussion". **Source:** [arabiansupplychain](#)



The **ALICE P.G.** seen departing from Willemstad – Curacao

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

T.S. Lines joins China-U.S. service

Hong Kong-registered T.S. Lines in November will start offering trans-Pacific service by participating in the China-America West Coast Express service of Hainan PO Shipping.

Hainan PO in August launched the service from Ningbo and Shanghai to Long Beach. Hong Kong and Yantian were added in September. T.S. Lines, which is registered in Hong Kong and operated from Taiwan, will join the service in November with its 2,742-TEU vessel **Cape Mondego**. Five vessels ranging in capacity from 2,700 to 3,500 TEUs are deployed in the China-West Coast Express service.

Hainan PO and T.S. Lines plan to launch a second trans-Pacific service in April 2011 in the South China and Taiwan to U.S. West Coast trade. The China-West Coast Express service will focus on Central and North China. The two carriers have been cooperating on a China-Australia service since June. T.S. Lines has a fleet of 39 vessels that it has been operating primarily in the intra-Asia, Indian subcontinent and Middle East trade lanes. **Source: joc.com**



Saturday morning the ropax **CORAGGIO** in charter for Stena Line for their Hoek van Holland-Killingholme service seen departing from Hoek van Holland

Photo : Cees de Bijl ©

Wärtsilä to shift production of CP propellers to China

Wärtsilä has signed an agreement with Zhenjiang CME to invest €12m in a state-of-the-art manufacturing facility. The investment includes the construction of a new 8,000 m² factory at the same location as the existing fixed pitch propellers (FP Propellers) factory. The majority of the equipment needed will be relocated from the factory in Drunen, the Netherlands, where Wärtsilä has announced that production activities will be ended by the end of this year. Wärtsilä will continue to design and produce some CP propellers in Europe, mostly for specific projects. However, the majority of the products will be manufactured in the new CP propellers factory in China.

Inauguration of the new Wärtsilä CME Zhenjiang Propeller Co factory and the first deliveries of propellers, are planned for the second quarter 2011.

"The introduction of CP propeller manufacturing technology into China is in line with our expectations and plans related to the growth of shipbuilding in China. Capacity in the industry is growing very fast, and Chinese shipyards are building technically more demanding ships. Together with our joint venture company, we are now able to offer advanced propulsion systems for any required application. We will still continue producing part of the special CP propellers in Europe, where we will also maintain all our Research & Development activities", says Lars Hellberg, Group Vice President, Industrial Operations of Wärtsilä Corporation.

Most of the propellers will be sold to the rapidly growing Chinese markets. It is estimated that about 30 per cent of production of Wärtsilä CME Zhenjiang Propeller Co Ltd will be exported. As about 20 per cent of the world's newbuildings use CP propellers of the type manufactured in the new factory, Wärtsilä states that it foresees significant potential in all global markets in addition to the Chinese market. **Source : Seatrade Asia**

KTK viert 25-jarig bestaan

Kompania di Tou Kòrsou (KTK) heeft gisteren (zaterdag), middels een open dag voor publiek tussen negen uur 's morgens en een uur 's middags op de Matheywerf het 25-jarig bestaan gevierd. Hierbij konden belangstellenden aan boord van de sleepboten om een kijkje nemen en kon men ook een rondvaart doen. Het bedrijf levert sleepdiensten, zowel lokaal als internationaal. "Dit is een viering waard, want KTK heeft hard moeten knokken om te zijn waar we nu zijn", aldus de directie.

In de periode van SHELL werden de havendiensten geleverd door de Curaçaose Scheepvaart Maatschappij (CSM). Shell voerde destijds de directie over het CSM en de raffinaderij. Eind jaren 60 heeft Shell bij de reorganisatie CSM afgestoten. Smit International, een Nederlands sleepbedrijf, nam de activiteiten over. De overheid richtte in 1985 een nieuw sleepbedrijf op onder de naam Kompania di Tou Kòrsou. Een jaar later kreeg Curaçao Port Authority (CPA) de supervisie over KTK. Vanaf het begin was KTK een bedrijf met een duidelijke visie. Om de doelstellingen te kunnen bereiken heeft KTK diverse investeringen gedaan om zodoende over het adequate materiaal te beschikken om op zowel lokaal als internationaal niveau te kunnen concurreren. De overheid besloot in 1997 om de aandelen, toen nog in handen van de overheid, over te hevelen naar CPA voor een bedrag van 16 miljoen gulden. Hier hebben alle toenmalige Eilandsraadsleden mee ingestemd en op deze wijze werd CPA enige aandeelhouder.

Met de positieve inzet van de werknemers, die intern begeleid worden in hun functie, van matroos tot machinist en kapitein, is in 2001 door KTK een agressieve marketing-campagne gestart om internationale bekendheid te verwerven. Hieruit volgden opdrachten buiten de haven van Curaçao en daarmee werd een start gemaakt met het opbouwen van een internationale reputatie. KTK heeft zichzelf ontwikkeld tot een international concurrerend bedrijf in de sleepsector met als doel de vloot te blijven uitbreiden, service te blijven verlenen en internationale herkenning te verwerven, om op deze wijze aan de vraag te kunnen beantwoorden zowel op Curaçao als internationaal. De laatste vijf jaar heeft KTK alle sleepactiviteiten in de haven uitgevoerd, nadat zij het exclusieve recht hadden gekregen om alle sleepactiviteiten uit te voeren op Curaçao.

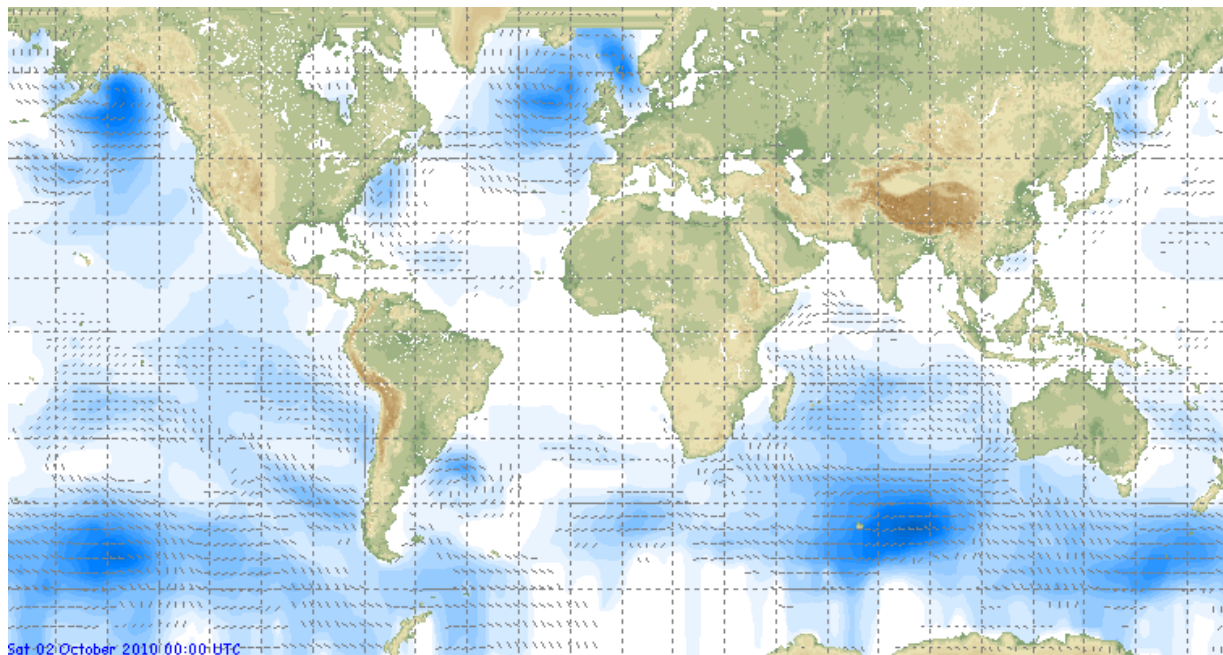
KTK heeft vanuit de visie om uit te breiden, onlangs een vestiging in Panama geopend. KTK Panama beschikt over twee sleepboten – 'Tiburón' en 'Barakuda' – die aldaar hun diensten verlenen. Met het oog op de uitbreiding van het Panama-Kanaal zullen er in de toekomst verdere investeringen worden gedaan. Dit is tevens de essentie van de aanwezigheid in Panama. Met meer investeringen zullen er meer zaken worden gedaan en zullen meer schepen van de diensten van KTK gebruik willen maken. In 25 jaar tijd is KTK uitgegroeid van een lokaal sleepbedrijf naar een internationaal georiënteerd bedrijf met een filiaal in het buitenland. Het management van KTK is ervan overtuigd dat dit slechts het begin is van wat er allemaal nog staat te gebeuren. **Source : Amigoe**

MARINE WEATHER

THIS SECTION IS BROUGHT TO YOU BY :



Internet: www.spos.eu Tel : +31 317 399800 E-mail : sposinfo@meteo.nl



Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 1000 vessels today.

.... PHOTO OF THE DAY



Above seen the TSHD **CHARLES DARWIN** fitting out at La Naval Shipyard (Construcciones Navales del Norte SL, Sestao) on 26 September 2010.

Photo : Capt José Luis Díaz Campa ©

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>