

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 281



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**The SIGAS LANRICK seen at the Wandelaar pilot station**

**Photo : Ronald Ribbe - <http://communities.zeelandnet.nl/data/rorifocus/> ©**

**DUE TO PROBLEMS YESTERDAY WITH PROVIDER KPN IN HOLLAND WE ENCOUNTERED PROBLEMS WITH SENDING OUT THE NEWSCLIPPING FROM THE SERVER, SOME PEOPLE GOT IT MAYBE TWICE AND SOME DID NOT GET ANYTHING, WE HOPE THE PROBLEMS ARE SOLVED NOW AND YOU GET ALL YOUR NEWCLIPPINGS TODAY AS NORMAL**

**SORRY FOR THE INCOVENIENCE CAUSED**

**MARIO THANKS FOR YOUR EFFORT YESTERDAY TO SOLVE THE PROBLEMS**

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## EVENTS, INCIDENTS & OPERATIONS



## HALVE MAEN SEEN IN PORT OF NEW YORK



over in 1664. **Photo : Marcel van Zwol o/b Veendam (c)**

Picture of VOC ship de **Halve Maen** seen in New York harbour October 3rd 2010 from the bridge of the cruiseship **Veendam**. The replica of the **Half Moon** was built in 1990 in Albany, New York. The **Half Moon** is the ship where Henry Hudson, a British captain sailed onto the river Hudson with in 1609. The **Half Moon** is currently in the logo and company flag of Holland America line put in front of the bow of the 1937 Nieuw Amsterdam.

**Henry Hudson** was send out by the VOC to find the Northwest passage. He thought he had found it as the river Hudson is navigable all the way to the capital of Albany. Unfortunately there they couldn't go any further. He is also the one who bought Manhattan from the Indians for an apple and an egg. After 1609 Dutch settlers came to Manhattan and founded the city of Nieuw Amsterdam, which later became New York after the British took

## Shipping Corporation of India issue cleared, govt eyes Rs1,300 crore mop-up

The Cabinet Committee on Economic Affairs (CCEA) on Tuesday approved issue of fresh equity and part-disinvestment of government stake in Shipping Corporation of India (SCI). The government aims to mop up around Rs1,300 crore from the exercise. Besides divestment of 10% government equity in SCI, the public sector enterprise will issue fresh equity equivalent to 10% of its existing equity. SCI is likely to use the proceeds from this sale to acquire ships. The equity sale and issue of shares approved by the Cabinet will reduce the government holding in SCI to 63.75%, from 80.12% at present.

"The disinvestment will develop a roadmap for higher people ownership of this company while ensuring that the government equity does not fall below 51%," a statement issued after a Cabinet meeting Tuesday evening said. There will be a discount of 5% to the retail investors as well as reservation of shares of 50% of the issue size, along with discount of 5% on the offer price for employees of the company. The Union Budget had set a target of Rs40,000 crore from divestment in 35 public sector enterprises this financial year. SCI plans to acquire close to 100 ships by 2020. The SCI's ship acquisition is a part of a perspective plan being envisaged for the ports and shipping sector for the next decade. It will add 50 ships by 2015.

Another 40 will be added by 2020. As of now, the corporation has 28 ships on order, of which eight are likely to be delivered in this fiscal. According to senior ministry officials, the plan is likely focus on crude carriers. "The plan covers all kind of vessels. Mostly, it will be tankers. We are likely to see more very large container carriers (VLCCs) being added to the fleet and also bulk cargo vessels," said a top ministry official, without disclosing the investment figures.

SCI, which has a capacity of 5.1 million dead weight tonnage (DWT) as of now is also planning to tap growth opportunities by diversifying into areas such as ship building, terminal management and emerge as a full-fledged maritime logistics services provider. **Source : dnaIndia**

## Houston Ship Channel Open Again



Three days after an accident closed down the Houston Ship Channel, the waterway is once again open for business.

As of Wednesday morning, the U.S. Coast Guard said only the largest ships would be allowed in and out of the channel. This includes the oil tankers that are supplying the refineries. Nineteen miles of the ship channel had been closed since Sunday morning when a tug boat pushed a barge into a massive electrical transmission line tower.

That held up business at a cost of more than \$300 million-per-day. Some experts say by the

time the ship channel fully reopens, the accident may have cost the economy a total of \$1 billion. Some leisure boats were stuck too, including 16 from the Houston Yacht Club. The group took their annual excursion up Buffalo Bayou over the weekend, and but the accident forced them to stay in the bayou an extra three days. Even though the ship channel reopened Wednesday morning, the boaters were having to wait at the back of the line. At the height of the



backup, 46 ships were waiting to come in to port, and 25 were waiting to get out. "We understand this. There are a lot of big ships out there that have to come in and go out," said Bob Wright Wednesday morning. The problem has been somewhat inconvenient for the group, but no one's complaining. "It's not been any kind of burden on us. It's just collecting our adventure points I guess," Wright said. The Coast Guard has notified the boaters that they will be allowed back through the channel at around 5 or 6 p.m. Wednesday. **Source : myfoxxhouston**

## 80th anniversary Waterclerk association



As mentioned last week in the newscippings on Sept 30th, 2010 the 80th anniversary **Waterclerk Association Rotterdam** was celebrated, during this festivities the **Smit Cheetah** and **RVE 58** were showing their power and manoeuvring capabilities to the public

**Photo's : Ton van Hoorn (c)**



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## Tanker rates sink to 2010 low

Crude oil freight rates on major routes fell to a 2010 low this week due to a rise in the number of unchartered vessels in the Middle East and a lull in Asia trading with China on holiday. The world's benchmark Very Large Crude Carrier (VLCC) export route from the Middle East to Japan tumbled to a fresh 2010 low of W45.94 (Worldscale points), down from W47.23 last week. Worldscale points are a percentage of a nominal rate or flat rate for more than 320,000 specific routes. 'We are approximately halfway into the October fixture programme and the prospects of a rebound near term are growing dimmer by the day,' said Martin Korsvold, shipping analyst at Pareto Securities.

About 114 vessels were in the Middle East available for work, just one ship short of matching the most number of unemployed ships this year reached two months ago, he said. Only 23 VLCC fixtures were reported last week, down from 29 in the same period last year. VLCC rates from the Gulf to the United States eased to W31.46 from W32.73 last week.

Rates for smaller aframax tankers from the Caribbean to the US Gulf declined to W93 from W95.91 last week. A week-long strike at France's top oil port has blocked dozens of crude vessels from supplying major refineries, but it has not affected rates. 'Owners have been pinning their hopes on the rapidly deteriorating strike situation in the French ports but despite having been on strike for the whole week, this has had no impact whatsoever,' said broker firm EA Gibson in a report.

VLCC rates from West Africa to the US Gulf slipped to W48 from W48.58 last week. Baltic Exchange figures showed crude oil tanker rates from the Black Sea to the Mediterranean climbed to W88.25 from W83.54 last week. Cross Mediterranean tanker rates slipped to W86.27 from W86.48 last week. **Source: businesstimes**



The **TANJUNG GELANG**, an dedicated FPSO service vessel spotted at KSB anchorage  
**Photo : Capt. Jelle de Vries (c)**

## Port of Odessa handles 10rd tanker laden with Venezuelan oil

Port of Odessa (Ukraine) has handled the tenth oil tanker carrying Venezuelan oil. The Ceram Sea carrying 74 tons of Santa Barbara Crude Oil called at the port of Odessa on October 4th, the state-owned OCSP press service said. Since the tankers started delivering transit Venezuelan oil to Belarus the stevedore had handled 696,595 tons of crude oil (9 tanker cargoes).

The crude imported by Belarus from Venezuela is being transported by oil tankers to the port of Odessa, and then delivered to the Mozyr Oil Refinery via railroad through Ukraine. **Source : PortNews**

## 50% sale of 2 LNG vessels



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EXMAR NV and Teekay LNG Partners L.P. have reached an agreement in principle whereby Teekay will purchase a 50% interest in two of EXMAR's LNG carriers: **EXCELSIOR** (2005-built LNGRV) and **EXCALIBUR** (2002-built conventional LNG) with an economic date of 1 September 2010. Both vessels are long-term time-chartered to Excelerate Energy. EXMAR will remain responsible for the management and operations of the vessels.

The transaction is still subject to the completion of the loan and lease documentation currently in progress with the existing lenders. Signing of the agreements with Teekay and the lenders is expected to take place in about two weeks.

The transaction will generate a profit of approximately USD 50 million. The net consideration for the sale will amount to approximately USD 70 million (including USD 7 million of working capital and other cash assets) split in USD 35 million cash and approximately 1,050,000 TGP common units. In addition the transaction will reduce EXMAR's indebtedness by more than USD 100 million.

EXMAR and Teekay intend that this transaction be the starting point of a long-term fruitful relationship.



The **RAINBOW** seen enroute Amsterdam – Photo : Marcel Coster (c)

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## Dutch PSC prolongs asbestos survey contract with ingenieursbureau Oesterbaai

Dutch Port State Control has extended the existing contract with **Engineering Company (ingenieursbureau) Oesterbaai** for another 2 years. The currently hold contract has been awarded to Oesterbaai to inspect vessels

entering Dutch harbours for asbestos content. This survey, not a full asbestos survey of the entire vessel though, is conducted to determine the asbestos exposure risks for PSC inspectors prior to PSC inspections onboard.

**Ingenieursbureau Oesterbaai**, market leader in The Netherlands for asbestos surveys and specialized in Green Passports (GP) and the upcoming Inventory of Hazardous Materials (IHM), has inspected over 400 vessels for many different clients in the last few years. The inspection results show that even nowadays, when the use of asbestos is banned in many countries, asbestos containing materials are found in 90% of all vessels inspected, even in vessels build after 2002 when SOLAS regulation prohibited the use of asbestos in many occasions.

Currently more than 100 countries still use asbestos. Ships sail around the world and purchase materials/equipment locally, which increases the risk of bringing (back) asbestos containing materials onboard. It therefore happens that vessels, build "asbestos-free" in countries with strict asbestos legislation, get asbestos back onboard. Good examples of these are gaskets and welding blankets, found at almost every survey. These and many other asbestos containing materials can be purchased easily in a lot of places around the world.

Oesterbaai continues to inspect vessels for asbestos and other hazardous materials (IHM or GP), if you have any questions regarding this subject, please contact us at [info@oesterbaai.nl](mailto:info@oesterbaai.nl) or via telephone at +31 10 20 88 444.



The **MSC VIVIANA** seen in Cape Town – Photo : Ian Shiffman (c)

## **Pakistan captures five fishermen along with a boat**

Pakistan Marine Security Agency (PMSA) have arrested five fishermen and seized one fishing boat of Porbandar district from the international waters near Jakhau of Kutch district, secretary of national fish forum claimed today. "Two boats belonging to Gujarat fishermen were intercepted by PMSA last night. The agency has arrested all four members onboard one of the ships 'Harsiddhi' and also detained one of the crews of second boat 'Rajeshwari'," Secretary National Fish Forum, Manish Lodhari said. They have seized fishing boat 'Harsiddhi', and arrested five fishermen -- Maya Bachu Bamniya (48), Barad Ramesh Bhima(39), Barai Bachu Babu (48), Ghadiya Bharat(29), Nanu Devshi Bamniya (35), he claimed. The other boat was, however, allowed to return to India with four fisherman who were either old or minor, Lodhari said. According to Lodhari, the four fishermen safely came back home and informed them about the incident. **Source : IBNLive**

## **Smaller tanker ships battling for scraps**

The tanker market is definitely facing a tough period, with most segments battling against lower rates. According to a recent report from shipbroker Gibson, despite the larger product carriers witnessing a brief improvement in rates in recent weeks, the Medium-Range (MR) market continues to feed off scraps with TCE returns close to \$6,000 per day, while there are few prospects of a recovery at least in the short term. "A year on year increase of actual MR deliveries

from 2005 -2009 totalling 718 vessels has ensured a drastic over supply of tonnage in the marketplace. Furthermore, insignificant levels of scrapping in the corresponding years have helped the fleet expand to 1,703 vessels. The impact of this and decreased global product demand is reflected directly in the difference between the 2008 annual average TCE earning (\$24,727) and that of 2009 (\$7,877). With spot market rates at such a low and ship financing an exciting proposition for banks at Libor plus 200 bp – 300 bp, recently purchased MR's are struggling to reach their financing costs, let alone full capital repayment" mentioned the report.



The **THERESA BLOSSOM** seen Westbound in the Singapore straits last Monday – Photo : Piet Sinke (c)

It went on to add that the supply fundamentals for the forthcoming 4 years look to be the antithesis of the previous four years. "Based on forecast delays and assumed cancellations to deliveries there are 255 MR's due to be delivered between August 2010-2014. In comparison to the 718 vessels delivered between 2005 and 2009 this is a greatly reduced figure. While owners are far from being out of the woods a levelling off in the fleet profile should see MR earnings enhanced. With global products demand estimated to grow by 1.2% annually between 2010 and 2015, according to one source, and greater average trading distances emerging as Eastern refinery capacity increases simultaneously to demand in the West, the forecast for owners is much improved. This improving sentiment is further supported by recent 1 year T/C business at \$12,000/day-\$13,000/day while the forward curve average for the Cal 11 contract is \$9,750/day. Such rates may fall short of the levels required to cover financing costs based on the model below however the outlook for the MR market based on forecasted supply and demand fundamentals suggest that recent woes will be gradually forgotten over the course of the next four years" concluded Gibson.

Meanwhile, according to the latest weekly report from shipbroker Fearnley's, "the market in the Atlantic Basin continued to experience downward pressure this week with vessels fixing transatlantic voyages as low as ws125 basis 37k m/t; at this level returns to owners are negligible. LR1s trading Baltic/States saw rates around ws125 basis 60k m/t, and this is slightly down from levels seen recently. Rates softened slightly for Handies trading cross NWEurope and are now around ws170. Caribs upcoast rates appear to have reached their peak for the time being, and vessels are now being fixed at ws130 basis 38k m/t whilst backhauls to Europe are fetching ws85 basis the same quantity. Following last week's downturn in LR1 and LR2 rates in east of Suez trade, the market has yet to stabilize. The lack of cargoes combined with the surplus of vessels has led to rates as low as ws110 for LR2s trading MEG/Japan basis 75k m/t and ws120 for LR1s basis 55k m/t on the same voyage. The fall in MR rates reported last week now appears to have come to a halt. Rates basis 30k m/t MEG/Japan remain at ws145, whilst rates Spore/Japan are stable at ws130 basis 30k m/t. Jet fuel liftings MEG/UKC have been reported done at usd 1.6 million basis 65k m/t" said the report.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

## Heavy Open Dag bij Huisman

Morgen (**Zaterdag 9 oktober**) opent **Huisman** de poorten van haar vestiging in Schiedam om iedereen kennis te laten maken met de wereld van immense boorinstallaties, stenenstorters, pijplegsystemen en zware hijskranen. Heavy



stuff dus... en nog mega-interessant ook. Voor kinderen zijn er volop speciale activiteiten én er is een banenmarkt met informatie over Huisman als werkgever.



Huisman is één van de weinige bedrijven in de Rotterdamse haven, die nog grote maritieme nieuwbouw projecten uitvoert. Publiekstrekkers zijn dan ook ongetwijfeld de indrukwekkende installaties die Huisman ontwerpt en bouwt voor on- en offshore bedrijven over de hele wereld. Zo is er een 600 metrische ton kraan in aanbouw die volgend jaar vanaf een schip windmolens op zee zal gaan installeren. Ook te beleven is een gigantische 'boortoren in aanbouw' die speciaal geschikt is om tot 12 kilometer diep te boren in de oceaan; en 's werelds eerste stenenstorter die tot op 2 kilometer waterdiepte nauwkeurig stenen kan storten. Hoogtepunt is de **Seven Pacific** die bij Huisman aan de kade ligt. Dit 133 meter lange schip wordt door Huisman voorzien van een pijpleggsysteem en een 250 metrische ton Knuckleboom kraan.\*

### Dringend goede mensen nodig

Marco Boer, manager van de afdeling Mechanical Engineering & Naval Architecture van Huisman: "We kijken er erg naar uit. Het wordt een hartstikke leuke middag voor jong en oud. Wie van techniek, innovatie of de maritieme wereld houdt, moet zeker even langs komen om te zien dat Nederland internationaal gezien nog steeds voorop loopt. Ook als het gaat om de 'maak-industrie'. En ik vraag speciale aandacht voor onze banenmarkt. Want met 36 vacatures kunnen we dringend goede mensen gebruiken."

### Speciaal kinderprogramma

De open dag begint om 12.00 uur en duurt tot 17.00 uur. Er worden rondleidingen gegeven en er zijn verschillende demonstraties, waar de bezoekers in sommige gevallen zelf aan mee kunnen doen. Er zijn zowel buiten- als binnenactiviteiten, zodat er ook bij slecht weer genoeg te doen is. Ook aan de kinderen is gedacht. Voor de allerkleinsten zijn er specifieke bezigheden en voor de wat grotere kinderen is er een 'doe-route' uitgezet.

## Aanmelden verplicht

In verband met de veiligheidsvoorschriften is aanmelden voor de open dag verplicht. Dit kan online via [www.huismanequipment.com/opendag](http://www.huismanequipment.com/opendag)



The **AKADEMIK IOFFE**, IMO 8507731, seen at Brunsbüttel/Kiel-Canal on October 6th, 2010.

Photo : Michael Brakhage (c)

## Turkish company shoots Israel raid film on stormed ship

A Turkish production company is shooting parts of a film on Israel's deadly raid on a Gaza-bound aid flotilla on one of the stormed vessels, a company official said Tuesday. Istanbul-based Pana Film has been using the passenger ferry, **Mavi Marmara**, since October 1 to film scenes from the movie, "**Valley of the Wolves - Palestine**", the official told AFP on condition of anonymity. Filming was taking place at the southern Turkish port of Iskenderun where the ship has been docked since it returned from Israel in August.

The film, set for release in January, will be the latest big-screen instalment of a long-running Turkish television series on the adventures of a Turkish secret service agent that is widely criticised for being chauvinistic and glamourising violence.

In the film, agent Polat Alemdar and his friends travel to the Palestinian territories with the task of capturing the Israeli commander who planned and led the May 31 attack against the aid fleet – a fictional character named Moshe Ben Eliezer, according to the official website of the film. "As Polat strives to get to Moshe, he witnesses the killing of innocent Palestinian people. Moshe destroys villages, kills children and imprisons anyone who helps Polat," reads the synopsis of the film. The May 31 raid by Israeli naval commandos on a fleet of six ships left nine Turkish activists dead aboard the **Mavi Marmara**, triggering international condemnation of the Jewish state and plunging Turkish-Israeli ties into crisis.

The "**Valley of the Wolves**" television series, which became an instant hit after it was first broadcast in 2003, is no stranger to controversy. Earlier this year it was at centre of a diplomatic spat between Turkey and Israel when the Jewish state complained about an episode that showed the protagonist storming an Israeli diplomatic mission to rescue a Turkish boy kidnapped by Mossad. Ankara was infuriated when Israel's Deputy Foreign Minister Danny Ayalon gave the Turkish ambassador a public dressing down to protest the series. The row was resolved after Ayalon, bowing to pressure from Turkey, sent a letter of apology to the ambassador. **Source : google**

## CASUALTY REPORTING

# KENYAN SHIP ON FIRE - NO NAVAL HELP IN SIGHT

In the afternoon of 05. October 2010, fire broke out on the Mombasa-based offshore supply vessel MTug **SEA EAGLE** at a location 100nm east of the Kenyan coast not far from the Kenyan-Somali maritime boundary. The fifteen sailors on board first tried to fight the fire and then were fighting for their lives, while so far none of the numerous foreign naval vessels has come to the rescue of vessel and crew. The Kenya navy apparently doesn't have vessels, which could perform in quick response such search and rescue missions.

The owner mobilized in the evening the sister vessel MTug **RHINO** from Mombasa, but the slow tugboat will need about 10 h to reach the location. Meanwhile the sailors had to abandon the vessel, because no ship came to their help and are floating at present in a life raft on the Indian Ocean.


The seamen will have a hard night and hopefully survive on the dark waters until the first ship arrives. The head of the East African Seafarers Assistance Programme (SAP) in Mombasa, Mr. Andrew Mwangura, who has since years complained about the poor state of the Kenyan response capabilities in terms of search and rescue operations or oil-spill prevention and clean-up, expressed his deep shock that even naval vessels from the international community, which are scheduled to arrive soon in Mombasa and are not far from the location of the seafarers in distress have obviously not responded with the necessary seriousness. **Source : Australia**

## NAVY NEWS



**HMS MANCHESTER (D 95)** arrived in Willemstad (Curacao) for a port visit  
**Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)**





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Above seen **HMS Dauntless D33** outbound from RNAD Crombie, River Forth, Scotland, last Wednesday escorted by tug **Oxcar** for Sea

Photo : Iain Forsyth (c)

## SHIPYARD NEWS

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Above seen the newbuilding tug **Zeetijger** enroute from Damen Gorinchem to Damen Hardinxveld for final outfitting - **Photo : Henk van Milligen ©**

## NEW ASD 2411 ON TRIALS



Above seen the ASD 2411 **JABAL MDUK** (68 ton Bollard Pull) during sea trials in Halong (Vietnam). The **Jabal Mduk** is build on Song Cam shipyards for Damen in Haiphong Vietnam under supervision of Damen surveyors under bnr 512236 for the port of Fujairah, This tug is the last of a series of three, Song Cam shipyard delivered earlier the **Jabal Ghaf** and **Jabal Masafi** also mentioned in **news clippings number 174**. **Photo : Ed Barten ©**



## PPL inks \$1bn in jack-up rig orders

Atwood Oceanics Pacific has opted for PPL Shipyard for jack-up rig orders worth close to \$1bn. The unit of Sembcorp Marine is to build a pair of jack-up rigs \$364m for Atwood Oceanics. The rigs are due to be delivered on September 30 and December 31 of 2012. "We look forward to expanding our high-specification jack-up fleet with these Pacific Class 400 drilling rigs," said Rob Saltiel, ceo of Atwood Oceanics. The rig owner has options for a further three rigs at PPL for about \$200m each, taking the total value of the contracts to nearly \$1bn if the options are declared.

Source: SeatradeAsia-Online

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## Dredging at Autrichehaven continues

The quay at the Autrichehaven near Westdorpe had been extended from 225 to 855 meters. Now the dock will be dredged to the required depth. A dredger of De Boer from Sliedrecht will be dredging some 500,000 cubic meters of sludge in the coming months that largely will be dumped in the Westerschelde. Source: worldmaritimeneews



The **DUBLIN EXPRESS** seen departing from Rotterdam – Photo : Jan Verhoog (c)

## o smelly ferry passengers wanted here

A cruise company chairman says his clients will, not want to associate with people taking ferries, from Portsmouth.



Lord Sterling wants passengers divided in port terminal Portsmouth ferry port, the new terminal replaces the current building which opened in 1976. During a visit to the £16m terminal, Lord Sterling referred to some ferry passengers as "semi-lager louts" and lorry drivers "smelling of body odour". Lord Sterling of Swan Hellenic said: "Many of our passengers are quite elderly and don't want people rushing around. On the whole they don't mix."

The luxury ships will be the first cruise liners to use the terminal. Lord Sterling's specialist holiday company will base its three liners in Portsmouth for the next five years. The new public building due for completion in February will have airport-style check in desks, plus shops and restaurants and will be able to cater for 2,400 passengers, Harbour Master Captain Rupert Taylor said: "We like to plan for all our customers, whether ferry or cruise ships."

"This new terminal has been built with this in mind, it's a lot larger and there are a lot more facilities where we can give private areas if necessary." A statement on behalf of All Leisure Holidays, the parent company which owns the three liners, said:

"Ferry travellers expect to embark and disembark as quickly as possible, whereas cruise passengers can arrive up to three hours before boarding and they expect a completely different kind of experience. "For that reason, All Leisure Holidays is delighted that Portsmouth is offering a dedicated cruise area for passengers to enjoy." **Source : BBC**



The **HANSA BERGEN** seen arriving in Willemstad (Curacao)

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

## **Russian Ports Attract Foreign Investors**

### **Recovering economy boosts imports of consumer products, capital goods**

Russia's port sector is attracting increasing interest from foreign investors as a recovering economy boosts imports of consumer products and capital goods. While the global terminal operators like Dubai's DP World and Denmark's APM Terminals focus investments on emerging markets, especially Africa and Latin America, smaller stevedoring firms are moving into Russia.

Most recently, Gultainer, the Sharjah-based ports operator, announced plans to invest \$500 million in Russian ports and logistics centers, and Europort International, a unit of Singapore-listed port equipment supplier Portek International, began negotiations over a possible move into container and multi-purpose cargo terminals. Gultainer and its Russian state-owned joint venture partner Prominvest are reported to have identified 40 port, logistics and infrastructure projects in Russia and neighboring East European countries. Europort, ME Projects, a subsidiary of

Singapore logistics company CWT, and Russia's Vladmorbyport are conducting a feasibility study for a multi-purpose cargo facility at Russia's Pacific port of Vladivostok.

Europort also is examining the potential for a new container terminal in Kaliningrad, Russia's Baltic enclave between Lithuania and Poland. Russia's container traffic is very low by international standards. GulfTainer alone handles around 4 million 20-foot containers a year in Sharjah ports, including Khor Fakkan, more than Russian ports' entire 3.5 million TEUs annual throughput.

But traffic is expected to grow faster than in Western Europe as the Russian economy recovers and high oil prices boost imports. Russia's finance minister Alexei Kudrin this week forecast steady economic growth of 4 percent for 2010 and the next two years.

Foreign direct investment is expected to total \$40 billion this year, up from \$36 billion in 2009 and is likely to grow 25 percent next year, Kudrin told a Moscow conference aimed at promoting the nation as a global business hub. Kudrin also said Russian membership in the World Trade Organization is imminent, paving the way for the establishment of new trade links. The Russian port sector is consolidating rapidly as companies capitalize on high valuations to sell assets to the leading domestic stevedores.

**Fesco**, operator of Russia's largest ocean container carrier, booked a \$525 million profit in the summer with the sale of its 50 percent stake in National Container Company, a container terminal operator, to an affiliate of Moscow-based oil trader First Quantum for a reported \$900 million.

More recently, Russia's largest stevedore and port operator, **Novorossiysk Commercial Sea Port**, agreed to sell a controlling stake to Russia's state oil monopoly Transneft and its partner Summa Capital after it has acquired a 100 percent stake in Primorsk Commercial Sea Port, the operator of Russia's largest crude oil export terminal.

Source : The Journal of Commerce Online

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## GOVERNMENT OF CANADA AND MARINE ATLANTIC INC. NAME NEW VESSELS

The Honourable Rob Merrifield, Minister of State (Transport), the Honourable Peter MacKay, Minister of National Defence, Regional Minister for Nova Scotia and Minister responsible for Newfoundland and Labrador, and Rob Crosbie, chair of Marine Atlantic Inc.'s (MAI's) board of directors, today announced the names for MAI's two new vessels (ex STENA vessels).

The **MV Blue Puttees** and the **MV Highlanders**, which are expected to join MAI's fleet in early 2011, will significantly improve MAI's ability to provide on-time, reliable service and meet increasing traffic demand between North Sydney, and Newfoundland and Labrador. The vessels were named after two military units: the Newfoundland Regiment, nicknamed the "Blue Puttees" (currently the Royal Newfoundland Regiment) and the Cape Breton Highlanders (currently the Nova Scotia Highlanders).

"I am pleased to announce the names for Marine Atlantic's new vessels," said Minister Merrifield. "This marks another step forward in our government's commitment to the revitalization of Marine Atlantic. I'm confident that obtaining

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 281

these new vessels will improve MAI's service and reliability for the people of Nova Scotia, and Newfoundland and Labrador."

In May 2010, the Government of Canada and MAI announced that the corporation had entered into an agreement with Stena Group of Companies to charter two vessels to replace the aging MV Caribou, and MV Joseph and Clara Smallwood. This was made possible by the Government of Canada's recent announcement that it will invest \$521 million over the next five years to revitalize MAI, and renew its fleet and shore facilities at North Sydney, Nova Scotia; Port aux Basques, Newfoundland and Labrador; and Argentia, Newfoundland and Labrador.

"We are pleased that Marine Atlantic Inc. is choosing to recognize the invaluable service and sacrifice of the Newfoundland Regiment and the Cape Breton Highlanders to Canada through the naming of these vessels," said Minister MacKay. "These two regiments have long and storied histories, fighting from Gallipoli and Beaumont-Hamel, from Vimy Ridge to the Italian Campaign, and have made lasting impacts on the communities they serve. The naming of these vessels adds to the honours the two units deserve."

"We are very pleased that our two new vessels have received such strong and symbolic names that reflect our military pride both past and present," said Mr. Crosbie. "We look forward to the [MV Blue Puttees](#) and the [MV Highlanders](#) beginning their service with MAI and bringing us towards our goal of providing a modern and efficient service for our customers. Our five-year plan for renewal is moving forward and this is another positive step in that process."

MAI, a federal Crown corporation, provides a vital link between Newfoundland and Labrador, and Nova Scotia. MAI's ferry services support tourism, and the import and export of goods. In 2009, an estimated 27 per cent of all passengers, 50 per cent of all freight and 90 per cent of all perishable goods between the Island of Newfoundland and the Canadian mainland were carried by MAI.



Above seen the arrival of the [Sea Apache](#) towing the the [H.H. Ward](#) to the stack-up location at Johor anchorage, Malaysia.

Photo : [Richard Qualm](#) (c)

## Government urged to settle dispute at port



**Headload workers seek 80 per cent increase in wages**

The Sailing Vessel Agents and Shipment Contractors Welfare Association has said that passenger ships will stop visiting Beypore port because of the steep increase in wages demanded by headload workers belonging to various trade unions. The association appealed to the State government to intervene immediately to resolve the dispute.

At a press conference here on Tuesday, association president T.P. Mohammed Ali said headload workers at the port loyal to the INTUC, the CITU and the STU had recently demanded and obtained fees that were 60 per cent in excess of what had been approved by the Port Officer for loading luggage of passengers who were to travel by mv Ameni island.

"If headload workers insist on such a steep hike in wages, passenger vessels could stop visiting Beypore port. Other activities at the port would also be shifted to other ports," Mr. Ali said. Headload workers had, recently, issued a notice demanding 80 per cent increase in wages. The association wanted the existing wages, which had come into effect on September 1, 2008, to be continued for one more year since the State government had jacked up the charges for using cranes at the port.

When unions rejected this demand, the association offered a 17 per cent increase. But the unions insisted on at least 50 per cent wage increase. The matter was raised before the Labour Officer. However, the headload workers obtained 60 per cent increase for loading luggage on to ships though the dispute was pending before the Labour Officer.

"If this aggressive tactics continued, ships would skip Beypore," the association president said. **Source : The Hindu**



The **GOLDEN** seen in Rio Grande – **Photo : Marcelo Vieira (c)**

## **Nova Scotia considers restoration of ferry service**

Almost one year after the discontinuation of the CAT ferry service between Portland and Nova Scotia, the Yarmouth Area Industrial Commission is considering possible restoration of ferry service between Maine and Nova Scotia.

"We put out a call for proposals," said Yarmouth Area Industrial Commission's CEO Dave Whiting in September, adding that five companies responded to the call by requesting proposal paperwork, which is due back in Nova Scotia by October 15. Whiting said that the proposals would include a business plan, an operations plan and details on the vessel to be used. He added that probably a conventional vessel rather than a high-speed vessel like the CAT would be selected.

"It's a viable run [between Maine and Nova Scotia]," said Whiting, however finding the right vessel for the job will be critical. Whiting noted that new international emission standards for the Bay of Fundy will be enacted in 2012 and

2013. He said the new regulations will include reduced sulfur emissions, which will be a consideration in deciding on an appropriate vessel. In regards to the selection of a port, Whiting said that the cost of fuel and distance are both factors that could influence that decision.

U.S. ports under consideration for the ferry service include Boston, Mass., Portsmouth, N.H., Portland, or Bar Harbor, according to a story published by the Morning Sentinel on September 2, Whiting reported that it's possible a decision could be made by the end of October 2010 and ferry service could possibly be restored during the spring months of 2011.

Bay Ferries discontinued the CAT's ferry service between Maine and Nova Scotia last Columbus Day weekend. The Canadian government had subsidized the ferry service but decided to discontinue the funding because the number of passengers riding the ferry had decreased. The decreased ridership is attributed to the worldwide recession and increased travel restrictions, including the requirement that American citizens purchase passports to re-enter the U.S.

Portland's assistant city manager Pat Finnegan said in September that they were sad to see the ferry service discontinued last year and hope that a viable business model can be found to replace it. She said that some Maine officials are hopeful that a vessel that can accommodate not only passengers but also freight and cargo will be selected.

"That would have a double economic impact," said Finnegan, noting that passengers would feed the tourism industry while the freight and cargo would benefit the shipping industry. "We have a good relationship with Canada and a ferry service could further solidify it," commented Finnegan. The executive director of Maine Port Authority John Henshaw is also excited about the possibility of ferry service being restored between Maine and Nova Scotia. However, he concurs that a new business model such as a vessel that can carry not only passengers but also freight and cargo is needed. "It would be a great thing if that came to be," Henshaw said. "The previous service wasn't sustainable in its configuration."

## Aussie Focus for Hallin.

Hallin Marine Subsea International Ltd, a Superior Energy Services company, is focussing on Australia as it continues its growth plans. The experienced Simon Hird has been recruited by Hallin as its first country manager for Australia and leads a new office that has been opened in Perth to support operations and marketing in the country.

Hallin's wholly owned subsidiary, Hallin Marine Australia Pty Ltd, has won its first major contract on the Gorgon project offshore Australia. The three month long contract sees Hallin's SOV vessel, the DP2 classed Sanko Angel, moving to the region.

The focus on the region is being supported with a range of assets as Hallin sends new ROVs and diving systems to be based in Australia and expects to have NOPSAs Safety Case approval for its new, flagship vessel, the SOV Windermere, by the end of 2010, which will allow it to operate in Australian waters.

Simon Hird joins Hallin from the joint venture company Clough Helix, where he was business development manager and believes the timing is ripe for Hallin's push in Australia from its Singapore base. Mr Hird said: 'Hallin plans have been thoroughly thought through and are backed with the right assets for this region and experienced operational and management staff.

'Given Hallin's success around the globe and its abilities to understand and adapt to regional sensitivities we expect to build on our good start here in Australia.' Rik Zwinkels, the managing director of Hallin's East Division, said: 'We are delighted that someone of Simon's experience and talent has joined us to spearhead our drive into Australia.'

## FESCO to complete navigation in the Eastern Arctic region on 30 October

OJSC Far East Shipping Company (FESCO, base company of Transport Group FESCO) is planning to complete this year navigation in the Eastern Arctic region on October 30, 2010, the managing director of FESCO Vladimir Korchanov said on Wednesday, PortNews reports. Vladimir Korchanov noted that since the beginning of navigation (mid July) the icebreaker Admiral Makarov has provided pilotage in the Eastern Arctic region, escorting ships delivering to Chukotka and Yakutia in Russia's northern areas over 110,000 tons of cargo.

According to him, FESCO operates on the service its two world's most powerful diesel-electric icebreakers – the Krasin and the Admiral Makarov.

The Krasin operates one year and the second year – the Admiral Makarov to distribute evenly the icebreakers resources" said Vladimir Korchanov. OJSC Far East Shipping Company, the Transport Group FESCO's base company, is the shipping company and carrier of bulk and general cargoes. Seaborne cargo shipments by the company's fleet of 67 vessels of total 900,000DWT cover the entire world ocean. **Source : PortNews**



The livestock carrier **LIMOUSIN EXPRESS** seen moored in Cape Town – **Photo : Ian Shiffman (c)**

## Polferries closes ferry service to Copenhagen

Polferries (Polska Zegluga Baltycka S.A.) terminates the ferry service from Swinoujscie to Copenhagen at the end of October. In the future passengers and cars will have to use Polferries' service from Swinoujscie to Ystad instead. Polferries plans some kind of bus connection to Copenhagen instead of sailing directly to the Danish capital. The ferry route has been served by the ferry Pomerania for the last decade. Pomerania was built in Szczecin in 1978 and have been modernised several times over the years. In Copenhagen Polferries has been using DFDS Seaways' terminal in Copenhagen Freeport as handling agent. When Polferries terminate the service DFDS Seaways will be alone on their terminal. **Source: shipgaz**

## Antwerp to Invest \$2.2 Billion in 15 Years

The Port of Antwerp Oct. 6, unveiled a \$2.2 billion 15-year investment program, double its previous budget, aimed at boosting its competitive edge and maintaining its position as Europe's second largest port. The port authority also simultaneously announced that 2011 port dues will be frozen at 2010 levels. The authority said it would further increase expenditure to buy land from General Motors, which this week announced the closure of its Antwerp auto plant.

The 2011-2025 investment plan includes expansion of an existing dock and construction of a new dock to enable the Belgian inland river port to compete with its coastal rivals. The Port Authority also agreed to provide extra funds to build a tunnel that will complete the ring road circling the port and promote barge and rail freight transport. The port said the ambitious investment plan had been made possible by its strong financial performance. "It is these financial



results, without trying to maximize profits, that even after a period of crisis give us a sufficient financial base to implement this investment program that is so important to our customers," said Port Authority CEO Eddy Bruyninckx. The port said the dues freeze showed the increased expenditure on the tunnel would not have any financial impact on its customers.

"This makes it clear that we are absolutely determined to maintain the port's competitive position," port alderman Marc Van Peel said. The port said the GM site could be used for logistics activities or industrial projects. Antwerp grew slower than its larger rival Rotterdam in the first half of the year and barely halted the decline in conventional and breakbulk, a key cargo sector which generates more jobs than other traffic. Antwerp's total traffic grew 12.7 percent in the first half of 2010 from a year ago to just over 77 million metric tons, trailing Rotterdam which was up 14.8 percent at 213 million tons. Antwerp's container traffic increased 16.2 percent in the first half to 4.2 million 20-foot equivalent units compared with an 18 percent rise in Rotterdam to 5.2 million TEUs. Conventional and break bulk traffic rose only 1.2 percent to 5.5 million metric tons. **Source: Journal of Commerce**



In newsclippings edition 277 dated 04-10-2010 it was mentioned that the **SOCOL 4** was being diverted to Ipswich from Great Yarmouth to load for Mauritania, above is seen the **SOCOL 4**, loading containers and heavy-lift equipment at the the East Bank Container Terminal, Ipswich bound for a power station in Mauritania, West Africa.

**Photo : Walter Goodrich (c)**

## 'Fast ferry fleet in need of upgrade'

**Junior Transport Minister Bean says Gov't may have to replace some boats**

Bermuda's fast ferry fleet is in need of an upgrade, Government acknowledged. A workers' strike over the condition of the boats caused commuter chaos throughout the island this week. The industrial action, which continues today, saw services suspended on the majority of the island's ferry routes on Wednesday and Thursday. Ferry operators are said to be frustrated at continuous breakdowns and the failure of management to react swiftly to repair faults and replace broken parts. Last night, Marine and Ports director Francis Richardson announced the Blue Route, which services the west end, would be back in action today. But ferries from St. George's and Rockaway to Hamilton are still suspended.

Senator Marc Bean, the junior transport minister, said "wear and tear" on the fast ferries was an ongoing issue. He added that the long-term solution could be to replace some of the older ferries and add further boats to the fleet.

Mr. Bean said: "We've really seen the impact this week in terms of the increase in rush-hour traffic. 'There are a lot more cars on the road, people have had to adjust their whole schedule to be able to get to work on time. "It just shows the wisdom of having this ferry system in the first place. Now that we have them, we have to ensure they are maintained to the highest possible standards so we have the most effective service possible."

He said Government might have to look at replacing some of the boats - first brought in by the PLP nearly eight years ago. There are currently six fast ferries in the fleet and Senator Bean believes more could be required to ease the workload.

He said: "The short term solution is to resolve the maintenance issues we are facing currently. "But this just brings to bear the need for us to look at fleet renewal. "The reality is the ferries are very well utilized, some would say over utilized. Because of that we are starting to see wear and tear. "There are more maintenance issues with the fast ferries in particular." "A long-term solution would be replacing the older ferries and to have one or two additional ferries in the fleet."

He said the industrial action was inconvenient. But he refused to criticize the Union. Mr. Bean said: "It is what it is and we have to deal with it. "We are working with the Union to resolve the outstanding issues." Neither the Bermuda Industrial Union or Marine and Ports have divulged the specific reasons for the strike. Mr. Richardson, for Marine and Ports, released a statement yesterday evening saying the Blue Route, which services Dockyard, Cavello Bay and Watford Bridge, would be running as normal today.

The Paget/Warwick commuter service, which uses a separate fleet of smaller ferries, is not affected by the strike. No details were given about the Orange Route, which services St. George's, or the Green Route, which services Rockaway in Southampton.

But Ferry Terminal staff were informing callers last night that the service was still suspended. BIU President Chris Furbert confirmed yesterday afternoon that the union's issue centered on concerns over maintenance. He said: "We are in discussion with management about the condition of the boats. "That's something the men are very concerned about."

But he would not go into detail about the specific nature of the concerns or explain why the Union had called a strike without giving the 21 days notice required under the Collective Bargaining Agreement. Commuters on the west end Blue Route say the older, slower ferries have been used over the past two weeks, keeping them late for work. Passengers say they were told that three of Bermuda's fleet of six fast ferries are out of service. **Source :** Bermudasun



## **ANL Netherlands B.V. Receive Authorised Economic Operator (AEO) Certification**

On the 29th of September 2010, **ANL Netherlands B.V.** attained the official status – granted by Dutch Customs – as an Authorised Economic Operator (AEO). At the same time, the business was also granted a combined Customs Simplification and Security & Safety Certificate.

ANL Netherlands B.V., a Joint Venture company with Royal Burger Group of the Netherlands, commenced operation in July 2007 and acts as agent for ANL Singapore Pte. Limited. The office in Rotterdam focuses primarily on representing ANL's East/West services, including to/from the Middle East, India/Pakistan, the East Mediterranean, the Far East, and Australia/New Zealand.

After a thorough screening by the Dutch customs, which included a check of all customs-related activities and processes, as well as the company's financial status, the combined Customs Simplification and Security & Safety Certificate was presented at the Rotterdam office of ANL Netherlands.

With the newly acquired AEO status, ANL Netherlands B.V. will have the following advantages:

- ANL cargoes will be subjected to less physical inspections and document checks than non-AEO organisations;
- ANL cargoes will receive priority treatment of consignments if selected for controls;
- ANL Netherlands may request controls to be carried out at a preferred location;
- ANL will have the possibility of prior notifications of controls/reduction of guarantees.



AEO authorization will thus permit ANL Netherlands B.V. to offer its customers increased levels of customer support.

Picture (left): The presentation of the AEO-certificate by the Dutch Customs. From left to right: **José Zoutman** (Dutch Customs), **Jos Haverkamp** (ANL NL), **Piet van Pietersom** (General Manager ANL NL), **Renate Adema – Steenwijk** (Dutch Customs)

For more information about ANL, their services, routings and tariffs please visit the website [www.anl.com.au](http://www.anl.com.au)

## Leighton investing \$50 mn in 2 ports in India

Global construction and mining major Leighton Group said it is investing about \$50 million (over Rs 220 crore) in two port projects in India being developed with Vedanta group firm Sterlite Industries. "We hold 26 per cent equity in two port projects - Vizag and Paradip, which are being developed with Sterlite Industries. At the moment, our investment in two projects is around \$50 million," Leighton Contractors India Chief Executive Officer Mike Shaw said.

The Vedanta Group had earlier this year announced Rs 900- crore joint venture projects with Leighton Contractors India, the Indian subsidiary of the Australian diversified group. The 74:26 JV company will build a multi-purpose berth for handling clean cargo, including container, on a build-operate- transfer (BOT) basis at the Paradip port. At Vizag, the companies will jointly mechanise the coal handling facilities.



The two projects will entail an estimated investment of Rs 900 crore, Sterlite Industries , which is the flagship firm of London-based Vedanta Resources had said. Leighton Contractors India, which commenced operations in India in 1998, is banking big on Indian infrastructure and port sectors. "Naturally, over a period of time, our investments in the sector would grow," Shaw said. The Australian firm is involved in civil engineering , building, offshore oil and gas and telecommunications projects across the country. **Source : Times of India**

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



In Jurong Port in Singapore the **FAIRLIFT** loaded Jan de Nul's **DN 205** at October 5<sup>th</sup>

**Photo : Luc Verley (c)**

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