

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 287



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The new MULTRATUG 3 seen anchored off Singapore yesterday afternoon, the 94.7 ton bp tug is enroute from Vietnam to The Netherlands

Photo : Piet Sinke ©

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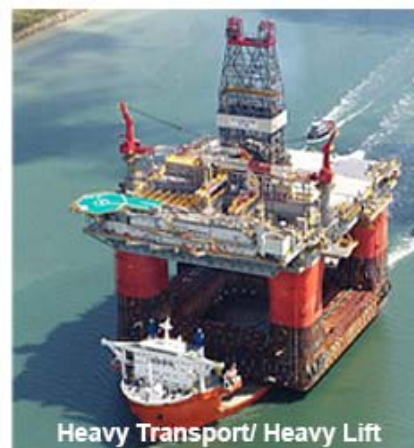
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The **MSC MAUREEN** seen arriving in Rotterdam assisted by the **SD SEAHORSE**

Photo : Martin Kramer ©

Chinese delegates to visit Taiwan for cruise liner talks

More than 1,000 members of the China Ports Association will arrive in Taiwan aboard a cruise liner sailing direct from China for talks on cross-Taiwan Strait cruise liner transport, according to a statement released Monday by the Ministry of Transportation and Communications (MOTC).

The 1,300 delegates are scheduled to arrive Oct. 13 in the southern Taiwan port of Kaohsiung from Xiamen in China's Fujian Province aboard the Costa Romantica cruise vessel. They are mostly representatives of port operators from Shanghai, Nanjing, Ningbo, and Wuhan on China's east coast, the ministry added. The delegates, along with the directors-general of Kaohsiung, Taichung, Keelung and Hualien harbors, will attend an Oct. 15 forum for discussions -- the first of their kind -- of issues regarding cross-strait voyages by cruise ships.

Currently, cross-strait direct sea transport is only open to companies that register on both sides, along with certain vessels flying flags of convenience that already sail between offshore shipping centers in China and Taiwan, according to the MOTC. Direct transport links between Taiwan and China only resumed in 2008 after a ban of more than 50 years. **Source : focustaiwan.tw**



Above seen the **ITC Cyclone** operating in Angola at the **FPSO "Greater Plutonia"**.

Photo : Capt Leen van Dijk ©

Helsinki-Tallinn ferry lines suffer from overcapacity

There is still plenty of overcapacity on the Helsinki-Tallinn ferry route. The vessels plying the Estonian-Finnish routes have a total capacity of some 18,000 people on a daily basis. Even this year, just over one-third of those have been filled on average, reports YLE. The CEO of Eckerö Line, David Lindström, points out that there is still overcapacity. "The competitive situation must be described as tough," he says. Eckerö is the third-largest operator behind Viking Line in terms of passengers, while the two are about even in cargo volumes.

On the upside, Ferry traffic between Estonia and Finland is growing significantly faster than any other routes in the Baltic Sea. Last summer, an all-time record was set for passenger travel between the two countries, while cargo traffic has already exceeded pre-recession levels. Freight volumes have been growing steadily since last spring for the three

largest shipping lines operating between Finland and Estonia. Tallink says that the overall cargo market has grown this year by more than one-quarter compared with the same period of 2009. This year's volume has already exceeded that of the former record year, 2008. Meanwhile freight on routes between Finland and Sweden is still about one-tenth lower than in 2008, while Finnish-German routes are one-fifth below 2008.

On the cargo side, capacity has been just over one-quarter. However the figures include weekends, which are popular for passengers but not for cargo. On weekdays cargo capacity is sometimes fully booked. Tallinn lies 84 kilometres south of Helsinki, just two hours by the fastest ferries. **Source: balticbusinessnews**



A stern view of the bulk carrier **IVS Kwela** departing from Lyttelton after discharging urea.

Photo : Alan Calvert ©

Dry Bulk Shipping: 2012 is now set to be the biggest delivery year at 88 million DWT

A new report from BIMCO raises new alarming figures in terms of the continuous threat of oversupply in the dry bulk market, as a result of the high pace of new building orders. BIMCO's shipping analyst Peter Sand says that the active fleet has grown by 11.6% so far in 2010, driven by the 55 million DWT that has been delivered year-to-date. By the middle of July the amount of new tonnage delivered in 2010 surpassed the 2009 record level at 43.5m DWT. Meanwhile, only 4 million DWT have been demolished. "The fleet has a large scrapping potential but the markets seems to remain strong enough, as the offloading of excessive tonnage is not happening.

During the first 9 months of 2010, an incredible 54.2 million DWT has been ordered. Half of the ships are scheduled to be delivered in 2012. Newbuilding prices have been stable over the last year and owners appear to be feeling more confident that the glut of vessels is manageable. What is also relevant to notice is that 20 million DWT has been deleted from the orderbook as cancelled by Clarksons, giving reason to believe that some of the new orders have been placed as substitutes for ones cancelled. Moreover, owners see little downside in current newbuilding prices which gives the long term investment a satisfactory business perspective.

Chinese yards have taken half of all orders for bulk carriers this year and almost half of these orders were from Chinese owners. Many of these vessels are intended for coastal trade in China, a market that employs tonnage of Panamax size and smaller. In this segment, the Chinese yards have taken two-thirds of all new orders. It is worthwhile to note that the Chinese coal cabotage market is larger than the total global coal market. The massive contracting activity and ongoing postponements have now changed the overall impression of the supply outlook, primarily for 2012, which is now forecast to be the biggest delivery year of them all. Last year, 45 million DWT was expected for

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 287

2012 – today 88 million is expected. BIMCO forecast inflow of new dry bulk tonnage in 2010 to reach 81.5 million DWT, offset by demolition of 10 million DWT. This will make the fleet grow by 15% in 2010” said the report. In terms of demand, BIMCO’s analyst said that dry bulk freight rates have once again bounced back, with Capesize rates in particular, rates are back at year-to-date average around USD 30,000 per day. “Capesize freight rates are moving like a heartbeat, but at lower and lower pulse levels and going deeper and deeper as more vessels enter the market. In spite of remaining inefficiencies in the supply chain, slow steaming, and continued strong demand for raw materials going forward, the big ships are in for a fundamental imbalance between supply and demand.

Chinese iron ore imports are set to be lower this year. Even though the contract iron ore price will drop by 13% for the last quarter of the year and inspire mills to import more, the slowdown of growth in Chinese manufacturing has taken its toll. Meanwhile, domestic iron ore production has been seriously ramped up, even though the iron content of the ore is low and often worsens when quantity grows. The demand remains very price-sensitive and thus a competitor to imported high quality ore. Many things point towards a resumption of growth in iron ore imports e.g. the many modern steel mills along the coastline, the infrastructure bottlenecks of inland transportation and the extra energy input you need to produce the same amount of steel. The grain harvest is expected to be poor in several countries this season and has already resulted in several export bans from countries that usually export. Depending on the severity of the droughts, which we will only know when the harvest season is nearing its end, shipping markets will be affected accordingly. The Russian export ban on grain is likely to be the most influential one, and could mean higher demand coming from the Middle East and North Africa, who normally import from Russia. Dry bulk demand is beginning to re-emerge in the West, giving support to the temporary slowdown in Chinese demand over the last few months. This in turn has helped freight rates to sustain at decent levels – but the nervousness in the market became clear when Capesize rates took a serious hit this Summer and dropped 80% within 1½ months. Last year, the BDI averaged 2,617, this year has so far been better, with an average BDI level of 2,888. Fleet utilization has remained above 90 and congestion also remains solid at 7% of global fleet, all working to the support of rates. However, the balance of the demand has been skewed by high Chinese demand and the drop in demand from the rest of the world. Among other things, selected export restrictions result in fewer cargoes going out of China as it protects its raw materials. In 2008 China’s net import made up 14% of total global dry bulk trade. In 2009 that number was doubled to 28%. This results in a less efficient use of the fleet as more ballasting is required to get the next cargo. This may support rates but is bound to affect overall earnings negatively” the report concluded.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



During The Panama canal passage on board M/S **Statendam** seen "four in a row"

Smit Aruba-Smit Balbao-Smit Christobal-Smit Panama.

Photo : Cees Kloppenburg ©



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The **MAERSK LOGGER** arrived with the **PAUL B LLOYD Jr** in Rotterdam Botlek

Photo : Frits Janse ©

Hijacked Japanese ship spotted at Somali pirate port

A Japanese cargo ship hijacked in Kenyan waters at the weekend has been located anchored off a Somali port town regarded as a pirate stronghold, a Japanese media report said Wednesday. The whereabouts of the 20 Filipino crew of the Panama-flagged 14,000-ton **Izumi** were unclear, Kyodo News said citing a European military official. The merchant vessel had sent a distress signal early Sunday local time from waters off Kenya's port city of Mombasa, and crew on another ship in the area later reported that pirates had boarded the **Izumi**. The ship had been carrying steel products from Japan via Singapore towards Mombasa, said its Tokyo-based operator NYK-Hinode Line.

Japan's transport minister Sumio Mabuchi on Tuesday said Tokyo was "nervously" watching developments while cooperating with the International Maritime Organization in dealing with the suspected pirate attack. Japan last year joined the United States, China and more than 20 other countries in the maritime operation against pirates who have

attacked ships off the Horn of Africa, a key route leading to the Suez Canal. Tokyo has also dispatched two maritime surveillance aircraft and scores of military personnel to beef up its anti-piracy mission, although their operations are restricted by the country's pacifist constitution. Japan's Maritime Self-Defense Force has deployed two destroyers to escort ships in the pirate-infested gulf, and said last month that it had so far provided safe passage for more than 1,000 ships. The EU anti-piracy mission said recently that Somali pirates were holding 17 ships with 369 hostages.

Source: AFP



The **COLOR FANTASY** seen departing from Oslo - Photo : Hans Bosch ©

Danish tanker attacked off Lagos

The Danish product tanker Tina Theresa, and her crew were Tuesday subject to an armed robbery while afloat approximately 16 miles south of the entrance to Lagos in Nigeria. During the attack the crew of 16 was manhandled by the attackers.

None of the crew members despite the harsh handling and bruises sustained life threatening injuries. Most of the communication systems of the vessel were destroyed, hampering the flow information from the Master. Late Tuesday the vessel arrived at Lomé in Togo, where the crew received full medical care and crisis counseling.

In a statement, herning shipping says, that the company has full attention to the situation and are still working to obtain full overview of the incident. Relevant authorities have been duly informed. The company will offer the onboard crew to be relieved and further do our utmost to ensure that the vessel safely returns to normal working conditions.

Source: maritimedanmark

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The Chinese tug **HU JIU 14** seen in the Singapore Straits yesterday – **Photo : Piet Sinke ©**

Beluga, Hochtief Order Jackup Ship

Beluga Shipping, the heavy lift and project cargo carrier, and Hochtief Construction jointly ordered a specialized jackup vessel designed to speed up the assembly of offshore wind turbines. The German joint venture partners said the ship, which will be built by Poland's Crist shipyard, is scheduled to enter service in 2012 "to meet the big demand for special equipment in this booming market."

The companies didn't say how much they are paying for the vessel but revealed they might buy a second ship.

"There is a huge interest from market players. Therefore we are considering the construction of a second jackup vessel," said Henner Mahlstedt Chairman of the Executive Board of Hochtief Construction. The Beluga Hochtief Offshore joint venture will operate and charter the vessel which will also be used by Hochtief for offshore construction jobs. "With this special, state-of-the-art jackup vessel, we will be able to significantly reduce the assembly and servicing times required for latest-generation offshore wind turbines, thus hugely increasing profitability," said Neils Stolberg, President and CEO of Beluga Shipping.

The ship, with an 8,000 ton lift capacity and a 1,500 ton crane, will be able to install annually more than 80 wind turbines, each with a height of over 120 meters, in water depths of 50 meters. The vessel, which can be deployed in rough seas, is also suitable for use in the oil and gas sectors. In July, Beluga announced a partnership with Los

Angeles-based equity fund Oaktree Capital Management which would provide up to \$260 million to help finance a new generation of specialized heavy lift ships. **Source :** The Journal of Commerce Online

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Fanfare at destroyer launch as D-Day for Clyde contract looms

There were bittersweet celebrations on the Clyde Monday afternoon as **HMS Duncan**, the last of the six Type 45 Daring Class Anti-Air Warfare destroyers to be built by BAE at Govan, was officially launched. The Royal Navy ship was released to loud cheering from the 13,000-strong crowd at the shipyard in Govan where the vessel was constructed.

Photo : Tommy Bryceland (c)

Fireworks and military anthems added to the sense of occasion after the ship's sponsor, Marie Ibbotson, wife of Vice-Admiral Richard Ibbotson, officially launched the ship. However, despite the fanfare, workers at the shipyard are currently facing an uncertain future.

BAE had been asked to create two aircraft carriers for the navy, but budget restrictions have potentially thrown the contract into jeopardy. The UK Government is expected to announce next week whether the carriers will be given the go-ahead.



"There's no gloom and doom here but obviously there's a bit of apprehension," said Jamie Webster, GMB union convener at BAE Systems Govan. "The glass is always half full on the Clyde. Obviously we'll be launching Duncan with one eye on next week."

However, Mr Webster is hopeful that the party atmosphere will continue into next week. He added: "I'm quietly confident we'll be told they want two carriers and not one. Obviously if that's not the case we'll have a disaster here and I'll have egg on my face, but I don't think that's going to happen."



"We are now looking forward to next week with hope."

HMS Duncan is the sixth and final warship to be built and launched by BAE Systems on the Clyde, signalling an end to a contract worth £6 billion. The ship will now sail to Scotstoun, where the interior will be completed in the next two years.

Photo : Tommy Bryceland (c)

Alan Johnston, managing director of BAE Systems' Surface Ship Division, said: "Today's event is a celebration of the hard work and commitment of everyone involved and it's remarkable to see so many people turn out to share this occasion with us."

Among the guests at the launch was David Mann, operations manager of the Scottish Maritime Museum, which is due to close on Saturday because of a lack of funding. He said: "This is probably going to be the last dynamic launch on the Clyde, so the moment is going to be a bit bittersweet." **Source : HeraldScotland –**

Pakistan navy ship completes goodwill visit to Bangkok port

Pakistan Navy's newly commissioned ship **PNS SAIF** has completed its goodwill visit to Bangkok port. The visit programme from October 8-11, included calls by ship's Commanding Officer Captain Muhammad Zubair Shafique on the Ambassador of Pakistan to Thailand Sohail Mahmood and Commandant Bangkok Naval Base Rear Admiral Roongsak Sereeswad. The Commanding Officer also visited the Grand Palace and signed the guest book as per protocol.

A reception was hosted on-board **PNS SAIF**, which was attended by a large number of guests including high-ranking officials of the Royal Thai Armed Forces, senior Foreign and Defence Ministry officials, ambassadors and senior diplomats. Ambassador Sohail Mahmood described **PNS SAIF's** visit to Bangkok as "landmark" and said it was a reflection of the cordiality of ties between Pakistan and Thailand and also the growing navy-to-navy collaboration between the two countries.

He also recalled their Majesties the King and Queen of Thailand's visit to **PNS MUNSIF** during their state visit to Pakistan in March 1962. The Pakistan Embassy had arranged the display of photographs of the Royal couple's visit during the reception on-board **PNS SAIF**. The Ambassador also highlighted PN's contribution to international peace and security, noting in particular its role in Combined Task Force 150 (CTF 150) in the context of counter-terrorism operations in the Gulf of Aden, the Red Sea, the Arabian Sea and the Indian Ocean. He pointed out that CTF 150 was currently being commanded by Pakistan for the fourth time. The Ambassador noted that Royal Thai Navy (RTN)'s recent participation in the CTF 151 to reinforce international anti-piracy efforts in the Gulf of Aden.

He expressed the hope that cooperative ties between the two navies will continue to grow in the months and years to come. Speaking at a dinner hosted in honour of the CO and **PNS SAIF** officers, a high-ranking Royal Thai Navy officer stated that **PNS SAIF's** visit to Bangkok port would contribute to enhancement of mutual understanding and further strengthen cooperation in the future. During its stay in Bangkok, the ship was also opened for visit by school children and the general public. Members of the Pakistani community described their experience of visiting the navy ship along with their families as memorable. The ship was welcomed and seen-off by Pakistan's Defence Attache in Bangkok Col Syed Sajid Raza. The ship is currently on its way from China to Pakistan. **Source : Associated press of Pakistan**

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Austal Awarded Construction Contract for JHSV 4 and 5

Navy Exercises Contract Options less than a Month after Start of Construction for JHSV 2

Austal received word today to move forward with the construction contract for the fourth and fifth vessels of the U.S. Department of Defense's next generation multi-use platform, the Joint High Speed Vessel (JHSV), as part of a program potentially worth over US\$1.6 billion. Austal received funding previously from the Navy, valued at US\$99,557,548, to acquire long lead-time material, to include diesel engines, water jets and reduction gears, for these two vessels in June 2010. The additional work is valued at approximately US\$204.6 million.

Austal USA's President and Chief Operating Officer Joe Rella remarked, "The full award for the fourth and fifth JHSV's further demonstrates the Navy's commitment to the program and their confidence in our performance. I am proud of our shipbuilding team and look forward to the continued success of this program."

As Prime contractor, Austal was awarded the construction contract for the first 103-metre JHSV in November 2008, with options for nine additional vessels expected to be exercised between FY09 and FY13. The Austal JHSV team includes platform systems engineering agent General Dynamics Advanced Information Systems who is responsible for the design, integration and test of the ship's mission systems, including internal and external communications, electronic navigation, and aviation and armament systems.

Austal received authorisation from the Navy to start construction on the first U.S. Army vessel of the contract, Spearhead (JHSV 1), in December 2009 after completing the rigorous design in a 12-month period. A formal Keel Laying Ceremony was held for Spearhead at Austal's Mobile, Alabama shipyard on July 22, 2010, and it is on schedule for launch in June 2011 and delivery in December 2011. Construction on Vigilant (JHSV 2), the first Navy vessel, began in Austal's Module Manufacturing Facility on September 13, 2010.

The JHSV is similar to the Austal-built "WestPac Express" operated by the U.S. Marine Corps for the past nine years, but with the addition of a flight deck for helos and a slewing vehicle ramp on the starboard quarter which enables use of austere piers and quay walls, common in developing countries. The JHSV will transport medium-size operational

units with their vehicles, or reconfigure to provide troop transport for an infantry battalion, allowing units to transit long distances while maintaining unit integrity. The vessel will also be capable of supporting humanitarian relief efforts, operating in shallow waters (under 4 metres) which will further enhance theater port access, and reaching speeds in excess of 35 knots fully loaded. The Joint High Speed Vessels will be a joint-use platform operated by both the United States Army and Navy.

Austal USA employs over 1,800 highly qualified shipbuilders, engineers and support staff. Austal is also currently building a second Independence-class 127-metre Littoral Combat Ship (LCS) for the U.S. Navy, Coronado (LCS 4). USS Independence (LCS 2) is currently being put through trials by her crew after the U.S. Navy officially took delivery in December 2009 and she was commissioned earlier this year in January 2010. As prime contractor, Austal has recently completed final proposal revisions for the next LCS 10-ship contract which should be competitively awarded by the U.S. Navy before the end of the year.



The **TERSCHELLING** and **CHRISTINE** and **CORK** seen at Shipdock in Harlingen
Photo : Daniella Vermeer ©

Shipbuilder STX OSV plans \$400 mln Singapore IPO

STX Offshore and Specialised Vessels , which is part of South Korea's STX group, plans to raise \$400 million from an initial public offering in Singapore, IFR reported on Wednesday.

STX OSV will lodge a prospectus on Monday and begin a two-week road show starting Tuesday. Goldman Sachs (GS.N) is the sole bookrunner for the IPO. STX OSV is a division of Norway-based shipbuilder STX Europe STXEURNOK.NG, which is in turn part of STX Offshore & Shipbuilding.

The STX group has another unit called STX Pan Ocean , whose shares are listed in Korea and Singapore. Last week, Norway's BW Offshore , a part of the maritime BW Group, said it was aiming for a dual listing in Singapore in the first half of 2011. DnB NOR is the primary banker for the listing. **Source: uk.reuters**

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Above seen the "**Far Scimitar**" whilst WOW to move the semisub "**KanTan 4**" off New Plymouth, New Zealand.
Choppy out there!

Photo : Anders Bohn Hansen – Towmaster - KanTan 4 ©

French dockworkers join nationwide strikes

French Dockworkers Oct. 12 joined a 24-hour nationwide protest, crippling major ports as well as rail and air transport in Europe's second largest economy. Protesters are fighting the government's plans to reform the nation's pension system by raising the retirement age.

Marseille, the nation's biggest port by tonnage, and Le Havre, the largest container hub, bore the brunt of the walk-out as they were already struggling to recover from a two-day shutdown over the weekend in an unrelated dispute over port labor reform.

The port of Marseille said 85 ships have been affected by Tuesday's strike, including 56 oil and product tankers unable to berth because of a separate stoppage at the nearby Fos-Lavera oil terminal which entered its 16th day Tuesday.

Oil refinery workers also walked off the job across France, aggravating a growing shortage of gasoline supplies caused by the bitter dispute at Fos-Lavera over government plans to privatize stevedoring operations previously run by port authorities. Even though the majority of dockworkers have accepted privatization at publicly-owned ports, they have staged strikes over the past three weekends to protest the government's alleged failure to deliver on pledges to boost jobs on the waterfront.

Tuesday's strike also hit rail cargo traffic as union leaders at state-owned SNCF threatened to escalate action to include rolling stoppages if the government does not water down plans to raise the retirement age in France to 62 from 60.

Around 30 percent of flights were cancelled at France's biggest airport Paris Charles de Gaulle, mostly domestic and short haul intra-European services, leaving cargo and long haul traffic relatively unscathed.

The strike halted an estimated 50 percent of flights at France's second largest airport, Paris Orly. Tuesday's strikes and demonstrations are larger than the previous two protests, but President Nicolas Sarkozy is vowing not to water down pension reform, one of his flagship policies. **Source: joc.com**



Bulkcarrier **Cape Awoba** assisted by Kotug's **Seahorse**, **Seal** and **Stingray** ready to leave Holland again
Photo : Clemens Smits ©

Port of Gothenburg plans to establish new infrastructure for LNG bunkering

The Swedish port of Gothenburg plans to establish new infrastructure to facilitate the use of liquefied natural gas (LNG) as fuel for ships.

The port is investing in LNG in conjunction with LNG GOT, a collaboration between Swedish energy company Göteborg Energi and gas corporation Gasnor. It added that it aimed to begin delivering LNG as bunkers in 2013. "The next decade is expected to have significantly more environmental restrictions for shipping, the emissions will have to be reduced significantly and the need for new alternative fuel for shipping will increase," the companies said in a joint statement.

"The vision is to be the natural choice of fuel supplier in Gothenburg. By choosing liquefied natural gas, we create a sustainable alternative fuel at sea." Joint efforts, meanwhile, are underway in Singapore to assess the feasibility of implementing an LNG infrastructure for bunkering in Southeast Asia.

Some ten companies, including shipping firms, oil majors, universities and governmental bodies, have joined the joint industry project (JIP) organised by Det Norske Veritas (DNV). Singapore's Energy Market Authority (EMA) said last month it is developing a long-term plan to expand its LNG terminal to meet future needs for LNG including as fuel for ships. **Source: portworld.com**



Above seen from Fort Nassau moored at the ISLA refinery the **FUTURA** and the **TRADEWIND PASSION**

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

China to build another port in Sri Lanka

First, it was Hambantota port in south Sri Lanka which went to the Chinese. Now, an ambitious programme to develop Colombo port has been given to another Chinese consortium.

The Sri Lankan cabinet recently decided to award the contract to build a new deep-water container terminal in Colombo port to a consortium consisting of China Merchant Holdings International and Aitken Spence. According to reports from the island nation, the terminal will be built by the same company that built the Hambantota port complex -- China Harbour Engineering Company (CHEC) and Sino Hydro Corporation.

No Indian company even bothered to bid for the project. After Hambantota went to the Chinese and Indian strategists saw it as part of Beijing's "string of pearls" strategy, it was believed that India would be more proactive when it came to strategic projects in its neighbourhood, where more than mere economic interests are at stake. But for the ADB-funded Colombo Port project, there were no Indian entities participating in the bids, leaving the Chinese consortium as the sole bidder for the terminal.

That when China's engagement with Sri Lanka gets deeper. India is Sri Lanka's biggest trading partner, but China is its biggest donor. In 2009, China gave about \$1.2 billion to Sri Lanka. When it is expanded, the Colombo port -- which will become bigger than most Indian ports combined -- will probably handle the bulk of Indian shipping traffic, making it more than important for India. Sri Lanka is positioning itself as a South Asia hub, which would work very well for India as it currently uses either Singapore or Dubai.

In fact, the Sri Lankan government has asked for bids for developing an industrial park in Hambantota. But so far, said sources, only a very small number of Indian companies have even expressed interest. Indian companies are getting into numerous sectors in Sri Lanka, but the headline grabbers remain the Chinese, adding to the perception that India is being "surrounded".

While it is a fact that China, with its deep pockets and state-owned enterprises has been increasing its footprint in South Asia, it's equally true that Indian entities are proving to be unequal to the challenge. Government and industry sources point to a number of reasons.

First, Indian companies venturing out in the neighbourhood are few because most of them are very risk-averse. They are also all private sector entities and not backed by India's government might as in China. The government is also hesitant about pushing companies in other countries for fear of being tainted by corruption charges.

Second, countries like Sri Lanka are only now emerging from decades of strife. But whereas this is seen as a strategic opportunity for China, India is far slower off the mark. China also instinctively invests in projects where its presence/benevolence can be seen. In Sri Lanka, as in Bangladesh, Beijing has built much needed convention centres. India could actually be thinking cricket stadiums in Sri Lanka or cricket training academies in Bangladesh. But there is none of that fleet-footedness in New Delhi. In countries like Nepal, where anti-India feeling is rife, Indian companies are finding that tenders are tailored in such a way so as to exclude Indian companies. In this way, Indian sources estimate that over 900 Indian companies have lost out in the past couple of years.

Third, and most important, the top levels of the government remain obsessed with Pakistan, neglecting the other countries in the neighbourhood. The PM, for instance, has only travelled to Bhutan. And there is no brainstorming between government and industry about Indian outreach in these countries and how the public and private sectors can complement each other's efforts. **Source : timesofindia**



The **SAFE CONCORDIA** seen in Caracas Bay (Curacao) - Photo : Fred Gorter ©

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Above seen from the **PLB Fortuna** : MRTS **PLB Nebula** just completed the Sakhalin Gazprom 40" pipe line and in the process of recovering her anchors assisted by Multi Cat **Nena W**.

Photo : Pieter C Holtes ©

New Lake Victoria ferry company gets ready to launch fast service

A fast ferry service is due to begin operations on Lake Victoria within the next month, according to reports from Uganda. The company introducing the ferry expects to have 10 new ferries in service over the next 10 years with the pilot service entering official service from December. To be operated by Earthwise Ferries Uganda, a division of US company Earthwise Ventures, the ferry will be capable of speeds up to 32 knots while providing a safe and environmentally responsible service that its operator promises will bring further economic development to the Lake Victoria region. According to Earthwise Ventures, the once-thriving ferry system on Lake Victoria is now virtually non-existent. Currently, only two passenger ferries serve Lake Victoria, and none serve Lake Albert or Lake Kuyugo. There are no fast ferries being offered either on Lake Victoria or on the other waterways in Uganda. The two ferries serving Lake Victoria are the MV **Victoria**, and the MV **Kalangala**. The MV **Victoria** is owned and operated by the Tanzanian Government and serves the Tanzanian cities of Mwanza and Kubito. MV **Victoria** was built in the 1950's and is deemed to be unsafe by many. Recent reports state that it is down for maintenance more than it is in service. It frequently stalls while at sea and delays or strands passengers. The other ferry, the MV **Kalangala**, is a Ugandan Government-owned ferry, operated by a private company. MV **Kalangala** serves the route between Entebbe and the Island of Kalangala, but is limited in capacity to 86 passengers and 9 cars.

The EarthWise Ferry Team says it is committed to bringing high quality, modern ferries to the East African waterways. "These vessels will be fast, safe, and environmentally responsible, and the process of building and operating the ferries in Uganda will bring further economic development to the Lake Victoria region. "The impact of having the ferries built locally (in Uganda) cannot be overstated. We have calculated that local manufacturing of a single ferry in Uganda will create 24 or more skilled jobs, plus many more related jobs as local businesses become suppliers and sub-contractors. Additionally, it guarantees more 'up-time' as in-country manufacturing also permits in-country service and maintenance of the vessels and training of labourers, staff and support personnel." The new ferries being introduced by Earthwise are 65 foot catamarans, designed by Kurt Hughes of Seattle, USA and built by Thain Boatworks in Everett, also USA. Each ferry will carry 200 passengers. In time honoured fashion they have been built in the Northern Hemisphere, disassembled and shipped to Africa, this time in containers, where the ferry is reassembled on arrival in Uganda. Earthwise says it will operate at speeds at least twice that of existing ferry services and will complete the crossing from Mwanza in the south to Kampala in the north in six to ten hours, whereas it used to take 19 hours for the journey. "In the last two decades, the safety records of ferries on Lake Victoria have been deplorable. Unfit vessels have been operated by incompetent crews, often without life- preserving equipment or adequate insurance. Safety is therefore of utmost importance, not only for the care of passengers and crew, but also for the public perception of the operation," says the company.

"All ferries provided by the EFT will meet US Coast Guard standards, be safe, and all operators will be highly trained and properly certified. Our navigational software will integrate with the internal system of the ferries to avoid overloading, veering off course and collision. Constant feedback to Kampala will occur on a real time basis and early notification of problems will allow for immediate action to be taken." "Additional safety features include: fire suppression systems in each engine room and a sprinkler system in the passenger area; load monitoring systems are designed to shut the vessel down if the vessel is overloaded or has more passengers than the number of tickets sold. This will assist in safety by preventing overloading, and promote accountability and honesty, and lastly 'unsinkability' due to the use of foam core floors, walls and roofs. There is more foam and sealed areas than the vessel weighs, and therefore it simply cannot sink, claims Earthwise. Source : ports.co.za



The **MAERSK NASHVILLE** seen enroute Antwerp – Photo : [Henk de Winde](#) ©

Oman port to build \$195 million cargo terminal

A \$195 million General Cargo Terminal and a liquid jetty will soon be built at the Omani port of Salalah to cater to the increase in bulk cargoes being handled at the port. Oman's Ministry of Transport and Communications, which is overseeing the project, has received 19 bids from local and foreign developers on Monday, according to Oman Daily Observer.

The project involves the construction of 1,266-metre new quay wall built with concrete precast block and an 18-metre deep harbour basin in front of the cargo terminal. The harbour basin will allow for major cargo ships to dock at

Salalah, according to the report. Berthing, mooring and navigation aids will be installed along with two kilometres of railing for cranes along the quay wall. When completed, the General Cargo Terminal will have the capacity to accommodate 40 million tonnes of dry bulk commodities and five million tonnes of liquid products annually. The liquid jetty will be able to handle product tankers and other carriers that service petrochemical projects at the nearby Salalah Free Zone.

Another part of the project is the gradual expansion of the port's container terminal with the development of Terminal 2. The Terminal 2 is expected to add three deepwater berths totalling 1,350 metres to the existing 2,581-metre linear quay to boost the port's container handling capacity to 9 million twenty-foot equivalent unit (TEU). In the long term, the port plans to boost its container handling capacity to around 15 million TEUs annually. **Source: portworld**



Seen at Newcastle New South Wales 24 September the new customs / boat people surveillance vessel **OCEAN PROTECTOR** being readied for surveillance duties in the Indian Ocean. The former **SKANDI BERGEN** 6,596/2007 arrived Newcastle 28 June 2010 from Cape Town for a refit at Forgacs dockyard to have additional accommodation modules fitted to house boat people making the precarious trip by mail boat from Indonesia and Sri Lanka for Australia. The ship will then offload its passengers at Australia's offshore processing facility at Christmas Island.

Photo : William Barber ©

Tsakos Energy Navigation Announces Series of Time Charters With Profit Share

Tsakos Energy Navigation Ltd. announced two-year charters with 50:50 profit share for two suezmaxes with charterers option for one additional year on one vessel and one twelve-month charter with 50:50 profit share for an ice- class aframax product tanker. These charters combined are expected to generate minimum gross revenues in excess of \$44.0 million or \$53.5 million if charterers exercise the one-year option on the one suezmax vessel. In addition to the recently announced three year fixture of a handysize product tanker, together with the employment of the other two aframax product tankers in the summer, the minimum gross revenue the company will expect to generate from its recent chartering activity should rise to \$82.0 million. The suezmax charters are in direct continuation from their previous fixtures with the same international oil major while the aframax was trading in the spot market. All three 1A ice-class aframaxes are chartered to a major North European shipping concern active in ice trades where the vessels are expected to operate. The vessels will earn a premium over the base rate for the duration of ice operations.

"We are pleased to continue implementing our tested chartering policy of term employment with upside potential to major international oil concerns. This allows us to both secure our bottom line and participate in market upturns in cooperation with our clients," Mr. Nikolas P. Tsakos, President & CEO of TEN stated. "The recent appetite of oil companies for term fixtures is a positive sign for the future particularly in a weak spot rate environment," Mr. Tsakos concluded. TEN's pro forma fleet (including the recently acquired Panamaxs) consists of 50 vessels of 5.3 million dwt. TEN's operational fleet consists of 46 vessels all of double-hull design of which 21 are ice-class. TEN's remaining newbuilding program includes two suezmax tankers totaling 316,000 dwt. TEN's balanced operational fleet profile is reflected in 21 crude tankers ranging from VLCCs to aframaxs and 24 product carriers ranging from aframaxs to handysize; complemented by one LNG. **Source: Tsakos Energy Navigation**



Acta Marine is the result of the merger of workboat operators Waterweg and Van Stee. We own and operate more than 40 workboats for coastal waters, including tugs, multicats, crew tenders, suppliers, survey boats and multipurpose vessels. We provide our support services all around the world, mainly on shallow water projects in the Maritime Infrastructure and Offshore Energy markets. It's our job and we love doing it.

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Freight flows via Port of Singapore grow 7.28% in Jan-Sept, to 375m tons

Cargo turnover of the port of Singapore in January-September 2010 increased by 7.28% compared with the same period last year, to 375 million tons, the Port Authority press release said. In nine recent months crude oil transshipment fell by 1.7% - to 130.89 million tons, while container throughput grew by 12.1% - to 21,244,400 TEUs.

Singapore is a city-state located on an island in Southeast Asia. Throughput of the port in 2009 totaled 472 million tons. **Source : PortNews**

Jurong Port plans to set up terminals in Orissa

In an attempt to make headway into India's shipping industry, the Singapore Government-controlled Jurong Port has evinced interest in setting up port terminals in Orissa and may soon approach the Paradip Port Trust with its proposal.

Singapore's Jurong Port is keen to set up port terminals in Orissa and may approach the Paradip Port Trust, the State Government of Orissa and also the non-major ports for the same, a Shipping Ministry official told PTI. The Shipping Minister, Mr G.K. Vasan, during his visit to Singapore last month, had said that India and Singapore have tremendous scope for partnership in this sector, including collaboration in areas like port development, cruise shipping, bunkering and ship building, ship repair and others.

India is looking at investing about \$20.8 billion in 276 projects, which are part of the Government's endeavour to expand 13 major ports in the country. Jurong Port is Singapore's only international multi-purpose port operator, the port's general cargo terminal and bulk cargo terminal are the hubs for steel products, metals, mechanical appliances and machinery, cement, copper slag, sugar and project cargo, among others.

As many as 22 projects are ready for bids as the country is pressing on increasing the port capacity, mostly through public and private sector participation (PPP). Currently, 22 PPP projects are under bidding process and scheduled to be awarded in the current financial year involving an investment of almost Rs 16,000 crore.

India has completed 24 PPP projects involving an investment of almost Rs 650 crore while 19 PPP projects are under implementation, involving an investment of almost Rs 1,250 crore. **Source: [thehindubusinessline](#)**



The **NSO CRUSADER**, one of the Emergency Towing Vessels of the Norwegian Coastal Administration stationed at Honningsvåg, NorthCape of Norway at 71.1 degrees North.

Photo: Bert van der Velden ©

SCI hikes rates from India to Europe

The Shipping Corporation of India announced a general rate increase on the westbound trades from India to Europe, the fourth GRI this year. Effective Nov. 1, the planned increase will be \$200 per 20-foot equivalent unit and \$400 per 40-foot equivalent unit.

The GRI will apply to all cargo moving from India to North Europe, the United Kingdom, the Mediterranean and Black Sea ports. The national carrier earlier raised rates on the route with GRIs of the same amounts that took effect as of Feb. 4, March 1 and May 15.

State-owned SCI said the new GRI is necessary to offset soaring operational costs, and to be able to offer reliable services to customers. **Source: joc.com**

Baltic Trading Limited Completes Acquisition of Three Handysize Vessels

Baltic Trading Limited, a drybulk company focused on the spot charter market, announced yesterday that it has taken delivery of the **Baltic Breeze**, a Handysize newbuilding. The **Baltic Breeze** is the final vessel to be delivered to the Company under Baltic Trading's agreement previously announced on June 9, 2010 to acquire three Handysize vessels from companies within the Metrostar group of companies. The Company has signed a novation agreement for the vessel's current time charter with Cargill International S.A., for an initial duration of 45.5 to 50.5 months and a minimum expiration of August 2014. The rate for the spot market-related time charter will be based on 115% of the average of the daily rates of the Baltic Handysize Index (BHSI), as reflected in daily reports. Hire will be paid every 15 days in advance net of a 6.25% brokerage commission, which includes the 1.25% commission payable to Genco Shipping & Trading Limited. Baltic Trading will not be responsible for voyage expenses, including fuel.

Baltic Trading Limited is a drybulk company focused on the spot charter market. Baltic Trading transports iron ore, coal, grain, steel products and other drybulk cargoes along global shipping routes. Baltic Trading currently owns a fleet of eight drybulk vessels, including one Capesize newbuilding, four 2009-built Supramax vessels and three Handysize vessels, with an aggregate carrying capacity of approximately 495,000 dwt. After the expected delivery of a Capesize newbuilding in October 2010 that Baltic Trading has agreed to acquire, Baltic Trading will own nine drybulk vessels, consisting of two Capesize, four Supramax and three Handysize vessels with a total carrying capacity of approximately 672,000 dwt. **Source: Baltic Trading Limited**



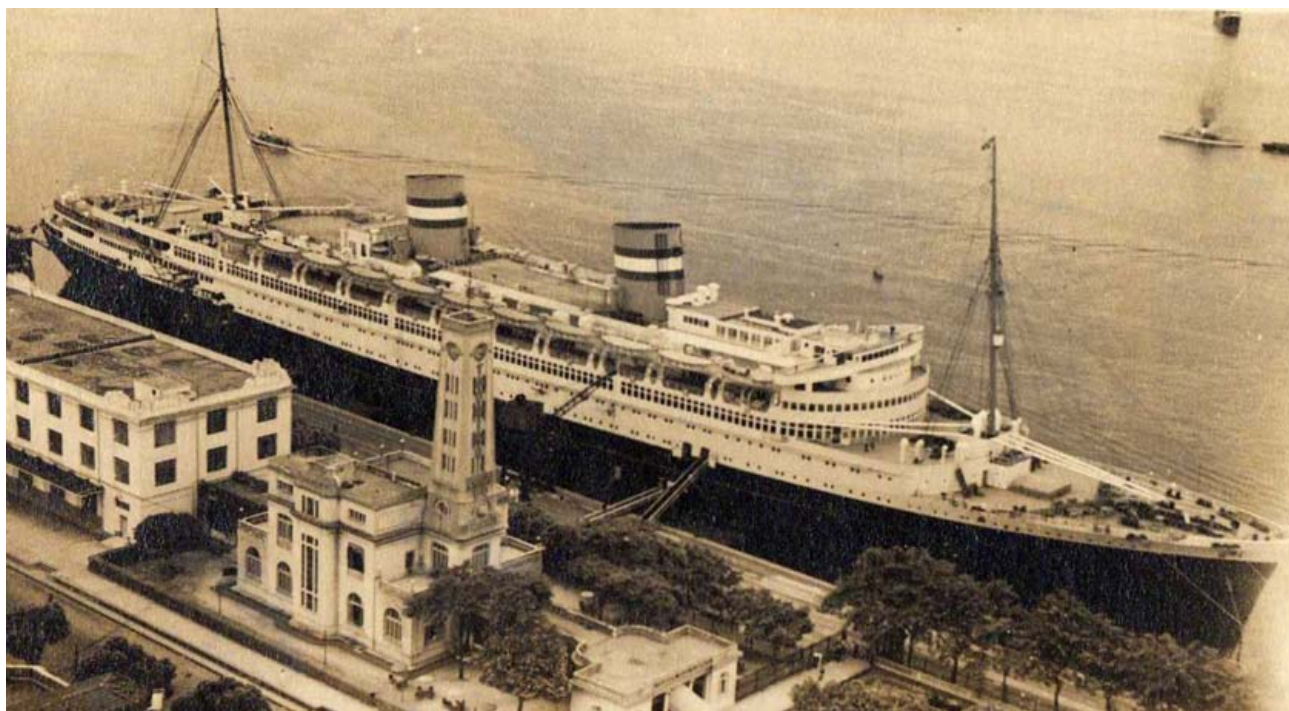
Cargo handling set to start at port any time

With five days gone without any container handling in the jetties the Chittagong Port Authority (CPA) is all set to start work any time tonight (Tuesday) in the light of hectic lobbying by shipping minister with concerned quarters. Shipping Minister Shahjahan Khan arrived at the port city Chittagong from Dhaka this afternoon and started series of meetings with the CPA chairman and board members, dock workers' leaders, port users and berth operators at the CPA rest house. The meetings were continuing till 8:30 pm but the CPA officials reported no outcome of the discussions. However pressed by the media people to comment on the stalemate Shahjahan Khan has said that the outcome will be positive and the loading and unloading of containers in the GCBs will be restored tomorrow (Wednesday) morning at any cost.

Port officials said that two platoons of the CMP police and rapid action battalion (RAB-7) have already been deployed in the troubled general cargo berth area where 12 jetties for bulk and containerised cargo are located. An army contingent has already made a roundabout in the jetty area this afternoon, an employee said indicating the possibility of army deployment if it is needed. In the morning CPA Chairman RU Ahmed had a closed-door meeting with the berth operators. After the meeting he told the media that the berth operators will start working in their respective berths from 2.00 pm today. Convenor of the Berth Operators Association Shahadat Hussain Selim said they are happy at the outcome of the meeting with the CPA chairman and are waiting to start working in the container berths. As the work was about to start in the container berth 12, some dock workers and lacing unlacing workers beat up each other over a trifle matter at around 5:30 pm, leaving at least two people injured. They were named as Abdul Ahad and Monuiruzzaman. The latter was sent to a hospital, berth operator workers said and added that the clash between the workers forced the berth operator and his men to leave the scene.

Meanwhile, the Monitoring Committee on Port, formed with the port users, initiated by apex trade body Chittagong Chamber of Commerce and Industry in its urgent meeting blamed the shipping minister and the CPA chairman for five days' stalemate in the port. The business leaders demanded deployment of army in the port to restore full-swing port activities and demanded exemplary punishment to those involved in the conspiracy against the country's prime maritime port. They have chalked out 7-point resolutions and demanded of the Prime Minister to go by hard steps identifying the culprits and conspirators behind the stalemate. Chaired by monitoring committee chairman SM Abu Tayab the meeting was attended by members of the committee, directors of the CCCI and stakeholders of Chittagong Port. **Source: The Financial Express**

OLDIE – FROM THE SHOEBOX



The **Nieuw Amsterdam** (Holland America Line) seen moored in Rio de Janeiro-Brasil, during cruise around to South America with American, Canadian, European tourist - 1939. **Col. Laire José Giraud - Santos-Brasil**

.... PHOTO OF THE DAY



Lighting flashes as the aircraft carrier **USS Abraham Lincoln (CVN 72)** transits the Strait of Malacca. **Abraham Lincoln** is underway on a scheduled deployment to the U.S. 7th and U.S. 5th Fleet areas of responsibility.
Photo : US Navy (c)

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