

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 289



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Above seen the Finnish tanker **FUTURA** assisted by the tugs **Magni** and **Jotunn** during the mooring / anchoring in Hvalfjordur (Iceland)

Photo : Lars Vliegenthart (c)

EVENTS, INCIDENTS & OPERATIONS



The **OLA ESMERALDA** (ex **Black Prince**) seen moored in Port-aux-Prince (Haiti) - **Photo : Ric Vargas (c)**

Restis arrests Delphin Voyager in Piraeus in a row over unpaid charter bills

GERMAN cruise operator Delphin Kreuzfahrten has filed for insolvency after its chartered vessel, **Delphin Voyager**, was arrested by its Greek owner in Piraeus this week in a row over unpaid charter bills. Athens-based Restis Group, better known as a leading dry bulk and tanker owner, said it acted because of the German operator's "failures time and time again to pay hire". Restis was chasing allegedly unpaid hire for its solitary cruise vessel amounting to €2.4m (\$3.4m) as of last week, but that amount is already likely to have climbed in the past week. In total, the six-year charter was due to run up to the end of October 2012.



Photo : Capt. Lawrence Dalli - www.maltashipphotos.com

This week's arrest saw about 280 German passengers on board repatriated after their cruise ended abruptly ahead of its scheduled finale on Thursday in Istanbul. In all, though, the cruise operator said 400 passengers had been affected

by the arrest. Apologising to passengers for the upheaval, Restis put the blame squarely on the German cruise operation's financial difficulties and said it had been patient in the face of payment troubles it traced back to 2009. A spokesman for the Greek owner told Lloyd's List that it had twice granted the operator moratoria on payments and had "tried to help", but was forced to take action after Delphin allegedly broke the latest agreement, said to have been signed only two weeks ago. In a statement of its own, the Hamburg cruise operator said the work that was carried out on the ship in 2006 was inadequate and took much longer than anticipated, meaning that Delphin had to charter in another ship at short notice. Claiming that remediation was not done to the full extent, the charterer has hinted that it reduced payments by what it thought to be a suitable amount. "Despite all the deficiencies, the owner was not prepared to adjust the charter rate accordingly. A court case is pending," the operator said. "Obviously, the owner did not want to wait for the result, but made the vessel return to its home port at his request." The company did not comment on what the insolvency means for its affiliate Hansa Kreuzfahrten, which operates the similarly named cruiseship Delphin. The latter is owned by a Malta-based vehicle of Heinz-Herbert Hey, the managing partner of Delphin Kreuzfahrten, and chartered out to Hansa.

Restis detained Hansa's vessel Delphin twice in France, last year and most recently last month in Nice. According to a statement issued on behalf of Restis, Hansa "pretended that the ship had broken down so that its passengers would not worry". The ship was only freed when the owner "reluctantly agreed" on a restructuring of the operator's debt, but this was to last only a couple of weeks. "This has been a real nightmare for us for the last year," said the Restis spokesman. According to the owner, the **Delphin Voyager** has also been "mistakenly" seized by trade creditors of the German company seeking unsettled claims of more than €1.8m. Restis also said the German operator had "abandoned" the predominantly Ukrainian crew, which remained on board and the crew is said to have been unpaid for the last two months. Hansa's Delphin was supposed to call at Piraeus this week, too, but was redirected to Croatia, a spokeswoman confirmed. She would not say whether this happened to avoid another arrest. The vessel has a group of well-known German actors on board who are shooting a film.



The damaged tanker **MINDORO** arrived in Rotterdam-Caland canal **Photo : Henk Dekker (c)**

Maersk shares down 2 percent

Shares in Danish shipping and oil group A.P. Moller-Maersk fall 2 percent after UBS cuts its recommendation on the shares to "sell" from "neutral" and lowers its target price to 40,000 crowns from 48,000. "That is what is pushing the shares down," Ole Jensen, head of equities at Sydbank says. "They (UBS) are a bit worried about container shipping rates going forward." Jyske Bank trader Henrik Aagaard says the share reaction is surprisingly big. "But that is the only

thing out there which would explain a fall in the stock right now." "We all know shipping rates will be falling a bit, but volumes are good," Agaard said. "The stock has had some positive days but is now taking a break as some investors are taking profits." **Source: reuters**



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Tanker market in dismal mode during September on overtonnage issues

Tanker chartering activities decreased in September in almost all regions. Total spot fixtures decreased 8.4% reflecting a slowdown in worldwide oil trade. OPEC spot fixtures decreased 8.7%, the drop in exports in most of the oil producing countries having been offset by higher domestic demand. These are among the main results from the latest OPEC monthly analysis on the tanker market for the month of September. "Middle East eastbound experienced the most important decline by 19.6% m-o-m, showing the drop in imports in Asian oil importing countries, while Middle East westbound increased by 12.8%, mostly due to the low rates in the market. Outside of the Middle East spot fixtures remained almost at the same levels from August, with only a 2.3% decline, whilst all other areas experienced a decline of 7.9%.

The low freight rates in all regions could not offset the seasonal decline. Sailings from OPEC averaged 23.24 mb/d, down 1% from the previous month and Middle East departures decreased by 1.3%. The fall in sailings is part of the normal seasonal cut in sailings mostly attributed to the beginning of refining maintenance. On the other hand, arrivals to North America also experienced a small decline, in September around 1.3% less crude arrived in North America compared to the previous month. The decline was the result of a total decline in US crude imports. European arrivals experienced a seasonal decline of 5.2% and the Far East also showed negative performance on its arrivals, mostly due to the autumn holidays in the region which slowed down normal activities" said the report. The tanker market reached the lowest spot freight levels of the year, showing similar rates to those in 2009. It experienced decreases on its freight rates on all routes. Dirty tanker freight rates fell 14.3% m-o-m to 67WS, while clean market rates dropped 11.2% on the month to 141WS on average. Over-tonnage on all routes was the reason for the rates to decline.

In the dirty market, VLCC spot freight rates came down 8.7% on the month to 45WS, the lowest since November 2009. Some VLCC owners were trying to resist low rates, while others remained available, causing negative sentiment among owners.

VLCC routes from the Middle East experienced an important decline on freight rates. Middle East to East rates declined 9.6% on the month to 47WS and Middle East to the West freight rates also declined 12.2% to 36WS. The situation persisted over the month since charterers had plenty of choice and always seemed able to find someone willing to offer the already low rates prevailing in the market, a situation that reflects that the route rates generate sufficient income to cover operational expenses. Mid-autumn holidays in the Far East spread over the second and third week of the month, resulting in less activity in the region. VLCC rates from West Africa to East declined 5.4% m-o-m to 53WS, the decline being impacted by the Suezmax market and by cheap ballasters from the East. Suezmax rates experienced the most important decline with 18.8% compared to August, reaching 63WS on average in September. The decline came despite an active market, as other vessels migrating to this route resulted in important declines. The West Africa to US Gulf rate experienced a 16.9% decline on the month reaching 64WS. Nevertheless, owners experienced an

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 289

average time charter equivalent to earnings (TCE) of more than \$9,000 per day in this route. Northwest Europe rates to the US Gulf dropped 20.8% m-o-m to 61 WS, but showed some improvement during the last week of the month.

Aframax selected routes rates also declined by 13.7% on the month to 93WS. Overtonnage impacted the market without any signs of a fast recovery. Indonesia to East rates showed the smallest drop in the Aframax market by 7.9% on the month as they reached 93WS, while inter-Mediterranean routes were highly impacted by a 19.4% decline, averaging 87WS. Caribbean to US East Coast and Mediterranean to Northwest Europe rates also declined by 10.4% and 16.8% respectively, to 103WS and 89WS. Weather conditions in the Atlantic were acceptable, eliminating any owners' opportunity of achieving better rates. In the Mediterranean, strikes in a French port have made the situation even worse over the last week, stocking a considerable number of Aframax. All routes to the US could decline more, but the halt of operations on the 6B line of the Enbridge pipeline due to an oil spill, avoided higher declines said OPEC, whose members yesterday decided – as was widely expected to leave oil production unchanged.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

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Above seen the 2009 built drillship **DISCOVERER AMERICAS** underway offshore Malta on Wednesday 13th October 2010. The dynamically positioned double-hulled drillship features Transocean's patented dual-activity drilling technology, which allows for parallel drilling operations. The rig has a variable deckload of more than 20,000 metric tons (22,046 tons) and the capability to drill in water depths of up to 12,000 ft (3,658 m).

Photo : Capt. Lawrence Dalli - www.maltashipphotos.com

'Best Job in the World' Claim May Escalate French Ports Strike

Striking port workers in Marseille don't know how good they have it, a French business lobby says. In full-page advertisements today in Le Point magazine and in Les Echos newspaper earlier this week, the lobby lists why operating a crane at the industrial port of Marseille is the "Best Job in the World." An 18-hour workweek, eight weeks of vacation a year, a gross monthly salary of 4,000 euros (\$5,581) and guaranteed lifetime employment, it says. The ad shows a white sandy beach with two cranes looming behind lush vegetation, in a tongue-in-cheek play on a 2009 tourism campaign called the "Best Job In the World" by the Australian state of Queensland seeking a caretaker for a tropical island on the edge of the Great Barrier Reef. "A great plan," the ad says "Become a crane operator." Contesting the ads, the main port union yesterday plastered the walls of the lobby's office with 250 payslips showing workers make less. The moves show a hardening of stances in the 18-day strike that has paralyzed oil terminals at Fos and Lavera. The work stoppage has left more than 50 fuel tankers unable to unload cargo, cutting crude supplies to refineries and raising the specter of fuel shortages in France. The strike led by the CGT union may end up costing refiners more than 30 million euros, and other industries and businesses even more. It has cost the French chemicals industry 550 million euros in lost revenue because bulk chemicals carriers aren't able to dock, according to the Union des Industries Chimiques.

"Locally, people are scared of criticizing the CGT so we decided that the only way to get our plight publicized is through the national press," said Nicolas Barthe, secretary general of the lobby Union pour les Entreprises des Bouches du Rhone, which represents 10,000 mostly small businesses in the area. "We are calling for government intervention to end this strike because we are dying." The CGT union says the ads are false and misleading. Port workers make up to 2,000 euros a month and work 35 hours a week, it says. CGT representative Pascal Galeote, who is leading the oil terminals strike, couldn't be reached for comment. He has said that talks with management at the port haven't made sufficient progress to end the strike. The war of words is escalating an already tense situation. Yesterday, the Socialist mayor of Marseille's first district called on the workers to end the strike. "The strike by a few dozen port employees is causing a serious problem for Marseille," Patrick Mennucci said. Strikers are "hurting the local economy already in difficulty."

The strike to counter government efforts to make French ports more efficient and a broader nationwide protest against President Nicolas Sarkozy's plan to increase the retirement age to 62 years from 60 years have disrupted transport, schools, power plants and businesses, and are threatening to cause lines at gas stations. Total SA, Europe's biggest refiner, is halting operations at its French plants following the strike, increasing the likelihood of fuel shortages. With the ports strike, exports are being diverted through Barcelona, Genoa and the North Sea at extra cost. The strike by Fos and Lavera oil terminal workers as well as cutbacks on shift work led by the CGT for all cargo is related to a 2008 law that was aimed at making French harbors more competitive. Under the plan, workers operating equipment such as cranes were to be moved from state-owned ports to privately run cargo handling companies in a bid to make shifts more flexible and work more efficient. The oil terminals at Marseille were effectively exempted from the changes on the grounds that they are of "national interest" and workers will remain employees of a planned unit that will be 60 percent state-owned. Under the plan, 220 oil terminal workers will be transferred from the Marseille port authority to the unit, to be called Fluxel. They will keep all of their benefits until retirement and can come back to the port if the unit runs into financial difficulty, according to an Oct. 1 port statement. "All guarantees have been given" for an end to the strike, Marseille port director Jean-Claude Terrier said Oct. 4 following talks with the union to end the conflict. In its latest demands, the CGT wants payslips of workers at to the new entity to be on the port authority's letterhead, while questioning the logic the change, the port authority said.

Claire Battedou, spokeswoman for the port, declined to comment on the accuracy of the business lobby's advertisement about working conditions of crane operators at the port. The French port of Marseille has a long history of labor strife. The CGT shut down ports for 170 days to protest against a 1992 law that moved dockworkers to non-state companies. More recently, a strike at the oil terminals in March 2007 lasted 17 days and a 12-day strike in December 2008 cost refineries 26 million euros, according to industry group UFIP. "The port is being taken hostage," French Junior Transport Minister Dominique Bussereau said on LCI TV today. "They are killing the port."

Source: Bloomberg



Sunset over the Ijmuiden anchorage – Photo : Remon Moerman ©



The COOK STRAIT seen in Otago harbor - Photo : Ross Walker ©

Work resumes at Chittagong as army moves in

The government on Wednesday deployed army at the Chittagong port to make it operational amid growing tension between private berth operators and dock workers, reported The Financial Express (Bangladesh). The operators resumed their function at the berths on Wednesday afternoon after Shipping Minister M Shahjahan Khan broke the ongoing deadlock. The port was partially non-operational as the dock workers refused to work under the private operators appointed last week until their demands, including recruitment of workers to the newly-hired six berth operating firms, and issuance of identity cards, were met. Khan said the government resorted to move the troops to ensure smooth function at the port. The minister did not say how long the troops would continue to stay at the port.

The minister said all the demands of the workers would be fulfilled gradually and those who would join by Wednesday their work can retain jobs for the next three years and would get identity cards. The authorities also imposed a ban on rallies and processions in the port area and foiled a procession of agitating dock workers in the afternoon in the Nimtoli area near the port. The clash continued for about 45 minutes and police picked up 27 workers while vandalising several cars. Chittagong Metropolitan Police commissioner Abul Kashem said the ban was imposed to ensure smooth trading at the port. The port was partially paralysed for the last six days as the berth operators appointed last week could not start operations due to non-cooperation of the dock workers.

The port has 16 jetties, of which 10 are container jetties and six are of general category. The dispute has put a halt to six general jetties and six container jetties. Chittagong Port Authority (CPA) last week signed agreements with six berth operators to handle containers for the next three years amid the declining efficiency of the port. The CPA has now appointed the new operators through tender system and each of the operators is expected to handle 225,000 TEUs. The CPA had to take over the operations of the port to comply with a High Court order in May. In the meantime, the port efficiency declined including port-stay time that increased from 48 hours to about 60 hours. The feeder vessel owners imposed surcharge of US\$200 per container due to increased port-stay time. The Chittagong port, the main seaport of the country, handles about 90 per cent of the total trade of Bangladesh and achieved an 8.55 per cent container handling growth in the last calendar year due to a rise in import volume.

Source: cargonewsasia

“PUMA TIDE” RENAMED “TTB SALVOR”



At the **PT Worldwide Equipment** yard in Batam (Indonesia) the **PUMA TIDE** was renamed by **T&T Bisso Salvage Asia** into **TTB SALVOR** as can be seen above, the vessel will fly the Panamanian flag.

Photo : Piet Sinke ©

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

Pop Art Icon Peter Max to Celebrate Birthday on Celebrity Solstice

Guests have unique opportunity to purchase customized works created by Max; Various artists' works to be auctioned for Celebrity's Crew Welfare Fund

As holder of one of the world's largest corporate collections of contemporary art – including commissioned works holding large, live trees suspended within its sweeping, signature Grand Foyers -- and the first in the industry to offer self-guided art tours on an iPad®, Celebrity Cruises is thrilled to serve as the platform for the birthday celebration of one of the world's best known creators of pop art, Peter Max.

Celebrity's art auction partner British American Auctions is hosting a "Top of the Art Collection VIP cruise" on the October 17th sailing of the stylish Celebrity Solstice, with Max onboard as a special guest of honor.

One of the most popular artists of the era, Max has been an icon in the world of contemporary art for more than 40 years, with his diverse body of work appealing to a broad spectrum of collectors and appearing not only in galleries around the world, but also on a 600-foot Woodstock concert stage, a giant World's Fair mural, and even a super jet. Cited as "America's painter laureate," Max also helped initiate The Statue of Liberty Renovation Project in 1984.

In addition to celebrating his birthday in style on [Celebrity Solstice](#), Max will participate in a question-and-answer session and signing event with guests onboard. An extensive collection of the acclaimed artist's masterpieces will be on exhibit to mark the occasion. On that same sailing, British American Auctions also will donate various artists' works for auction, with proceeds benefiting Celebrity's "Crew Welfare Fund," which assists members of the crew in times of need.

With Max's work generally thematic of the 1960s, Celebrity will present in his honor on Celebrity Solstice's October 17th sailing a special adaptation of its nightclub party, "Groove," a 1960s-themed interactive event open to all guests.

At the same time, Celebrity is rolling out across the fleet (with the exception of its megayacht, [Celebrity Xpedition](#), in the Galapagos Islands) a unique offering created with British American Auctions: the opportunity for guests to purchase customized works of art created by Max, complete with the color scheme they request, and to have their personal photographs and portraits transformed with a colorful brush into original works of art by Max.



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The **CROWLEY AMERICAS** seen in Port-aux-Prince (Haiti) - Photo : Ric Vargas (c)

NAVY NEWS

Next Bulava missile test postponed until later this year



Russia will not carry out the next test launch of its troubled Bulava ballistic missile in late October, as was previously planned, the chief of Russia's Armed Forces General Staff said on Thursday. The latest test launch of the Bulava missile on October 7 was successful. The missile, which was fired from the **Dmitry Donskoy** submarine in the White Sea, hit its designated target in the Kura test range in Russia's Far Eastern Kamchatka region.

"We still need some time to analyze the results of the previous launch, but it is already clear that the missile performed well," Gen. Nikolai Makarov told reporters in Moscow. "The next test launch will be carried out later this year, but not in October." The Bulava (SS-NX-30), a three-stage liquid and solid-propellant submarine-launched ballistic missile (SLBM), has officially suffered 7 failures in 13 tests. Bulava test launches were put on hold after a failed launch on December 9, 2009, which was caused by a defective engine nozzle.

Makarov said that the missiles for the next two launches had already been manufactured under the strict supervision of the Defense Ministry, and are ready for testing. Two test launches of the Bulava are planned before the end of 2010: one from the **Dmitry Donskoy** sub, and the other from Russia's newest strategic nuclear-powered submarine, the Borey class **Yury Dolgoruky**. Source : RIA Novosti

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SHIPYARD NEWS



The 243 mtr **CONTI SINGA** seen at the Shipdock yard in Amsterdam (N)

Photo : Kees van Huisstede ©



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TOS 

MHI designs giant containership with air lubricated hull

Japanese shipbuilder Mitsubishi Heavy Industries, Ltd. (MHI) has completed the conceptual design of a 14,000 TEU containership with an air-lubricated hull.

The MALS-14000CS is a New Panamax size vessel that will be able to travel through the Panama Canal after its planned expansion. Its dimensions are thus 366.0 m LOA x 48.8 m breadth with a 15.2 m draft in tropical freshwater.

The MALS-14000CS adopts the proprietary Mitsubishi Air Lubrication System (MALS), which reduces frictional resistance between the vessel hull and seawater using air bubbles at the vessel bottom. By incorporating the MALS, along with an advanced high-efficiency hull and propulsion system, the vessel will be capable of reducing emissions of CO₂ by 35 percent compared with container carriers of conventional design.

MHI has already installed the MALS on the Yamatai, a module carrier operated by NYK-Hinode Line, Ltd., a subsidiary of Nippon Yusen Kaisha (NYK Line), and is verifying its CO₂ reduction efficiency, expecting a reduction of some 10 percent.. This marked the world's first application of an air-blow type ALS system on an ocean-going vessel for permanent use; the MALS-14000CS signifies the second application of MALS technology.

The MALS-14000CS is designed to realize a 10% reduction in CO₂ emissions through the MALS. The ship design, featuring a new high-performance hull form, places the bridge relatively forward, exhaust funnels at the stern, and additional container space under the accommodations quarter.

The new ship design, providing increased container carrying capacity, coupled with a two-engine, two-shaft propulsion system, enables a reduction in CO₂ emissions by 24 percent. With another 5 percent reduction enabled by the electronically controlled diesel engine and waste heat recovery system, the MALS-14000CS achieves an overall 35 percent cut in CO₂ emissions.

The MALS-14000CS is designed to be further environmentally friendly through installation of a SO_x scrubber to remove sulfur oxide (SO_x) from flue gas and a ballast water treatment system. **Source : MarineLog**

General Dynamics Receives \$73 Million to

General Dynamics Electric Boat has been awarded two contract modifications by the U.S. Navy to provide a range of services in support of nuclear submarines and related facilities and equipment at the Naval Submarine Base in Groton. The modifications are worth a combined \$72.6 million. Electric Boat is a wholly owned subsidiary of General Dynamics

Under the terms of a \$45.6 million modification, Electric Boat will continue to perform non-nuclear submarine modernization and repair services at the Naval Submarine Support Facility in support of submarines, the Shippingport floating dry-dock as well as support and service craft. About 270 Electric Boat employees are engaged in the work. Initially awarded in October 2006, the five-year contract being modified has a potential value of \$201.8 million if all options are exercised and funded.

The second contract modification, worth \$27 million, calls for Electric Boat to continue operating the Nuclear Regional Maintenance Department (NRMD) at the submarine base, providing services in support of planned and emergent nuclear maintenance and repairs for operational submarines. A core group of 25 Electric Boat employees are assigned to the NRMD, with surge groups of up to 100 workers for short periods. This contract was awarded in October 2009 and has a potential value of \$78 million over three years.



Lyttelton based inshore trawler **Frontier** seen on the slipway for annual survey work. The trawler is owned by a division of Stark Brothers whose slip she is on.

Photo : Alan Calvert ©

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FESCO eyes Arctic ships order at USC's shipyards in 2011-12, Sergei Generalov says

Transport Group FESCO (based company – JSC Far East Shipping Company) will decide on booking orders for building specialized Arctic vessels at United Shipbuilding Corporation's enterprises in 2011-2012, FESCO's major stockholder and President Sergei Generalov said in an interview with PortNews. The company will decide on the shipbuilding order taking into account the actual development of the two shipbuilding projects, which had been announced by United

Shipbuilding Corp. at the Far East Chazhma and Bolshoi Kamen enterprises. "However, the order might be placed at other shipyards of USC. As we are from the Far East, we certainly would like to give priority to fellow countrymen", PortNews quoted Sergei Generalov as saying. **Source : PortNews**

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The **Siem Ruby** with in the background seen the **Olympic Hera** and on the right the **Sandnes** seen moored in Stavanger

Photo : Bert de Ruiter (c)

Costain and Bam Nuttall to lead Bristol Port effort

The Construction Index reports that Costain and Bam Nuttall have been appointed to lead the joint venture constructing a £500 million extension to Bristol Port in the UK. The two civil engineering contractors will join dredging specialists Westminster Dredging and Van Oord on the Construct Bristol Terminal (CBT) venture.

Client for the Bristol Deep Sea Container Terminal at Avonmouth, which includes construction of a 1.2km quay, is the Bristol Port Company. CBT has been engaged under an early-contractor-involvement professional services contract and

will carry out detailed site investigation work to reinforce existing records and develop the design, alongside consultants Halcrow.

Simon Bird, chief executive at Bristol Port, said: "The team is able to call upon substantial resources and experience in areas such as quay wall design and dredging which will ensure that the critical programme items are addressed." Alan Kay, managing director for Costain Environment, said: "CBT has the experience of delivering major maritime infrastructure and we look forward to working with the Bristol Port Company to make this project a great success."

Source : Dredging News Online



The **GREAT NEWS** seen moored in Willemstad (Curacao)

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

Russia opens ferry connection with Iran

The "Russian railways" (RR) OJSC continues to develop its operations in the field of ferry rail transportations after acquisition of a control stake in the Black Sea Ferry and Investments (BSI) company.

On October 13, RR senior vice-president Valeriy Reshetnikov said in Baku, RR is prepared for establishing ferry service between ports Makhachkala (Russia) and Amir-Abad (Iran) and complex Olya/ Astrakhan and Amir-Abad.

"Ferries used in line to Turkmenbashi port can be redirected for use in line Olya/Astrakhan-Amir-Abad," V. Reshetnikov said. Director General of BSI Xokim Matchanov, in his turn, said that on September 13, the Black Sea Ferry and Investments signed with the Association of Forwarding Agents of Iran an agreement on development of a route of delivery of cargoes from Persian Gulf in ports of Germany with use of railway ferries in the Caspian Sea and the Baltic Sea.

"This route will take only 12-13 days: three days through the territory of Iran from Bandar Abbas to Amir-Abad, two days by ferry through the Caspian Sea to Astrakhan, three days by rail through Russia to its Baltic coast and two days by ferry to ports of Germany," X. Matchanov said. Participation in organization of ferry transportations is a part of new strategy of RR. Source : abc.az



The **TANEA** seen moored in Rotterdam-Caland canal – Photo : Robert Smith (c)

MSC rises rates on Europe-Asia service

Bucking global pricing trends, Mediterranean Shipping Co. said Thursday it will raise rates on shipments from North Europe to the Far East as of Nov. 1. The general rate increase it posted on its Web site is \$100 whether for 20-foot containers or 40-foot containers.



The **MSC MARINA** seen enroute Antwerp – Photo : Stan Muller (c)

The carrier said it is raising rates "in view of the strong demand for space and equipment." MSC said the increase will apply to all cargoes (including waste products, such as paper, plastics, etc.) from all origins in Europe, including Northern Europe, the UK, Scandinavia, the Baltic, both the Western and Eastern Mediterranean and the Black Sea, to all destinations in the Far East, including China, Japan, Korea and Southeast Asia. Source: joc.com

Halifax container traffic up 35% over last year

Some of the world's biggest container lines are moving in quickly to take advantage of deeper berths at the Port of Halifax. The final tally is not yet completed, but quarterly statistics expected next week will indicate a 35 per cent increase in overall container traffic at the port, compared to this time last year, for a total of 291,419 containers.

"All ports are experiencing increases as we come out of the recession. We're just returning to post-recession levels more quickly than competing operations," spokeswoman Michele Peveril said in an interview Wednesday. The Port of Montreal, by comparison, has experienced just a five per cent increase in container traffic over a similar period, for a total of about 878,347 containers. "We've deepened some berths to prepare ourselves for the biggest ships and they are coming. It's not like they will come 10 years from now; they are ready to come today," said Peveril. She attributed some of the improved container flow to the addition of some new services and also expansion of service by existing carriers. For example, CMA-CGM, one of the world's biggest container lines, started improved weekly service in April.

"The port is rebounding from the recession in a healthy way," said Peveril. She noted 19 shipping lines, with connections to about 150 countries, regularly stop in Halifax, which includes 10 of the 15 largest lines in the world. A complete third-quarter breakdown of cargo-handling activity at the port is expected next week.

Source: The Chronicle Herald



The **PACIFIC GUARDIAN** seen departing from Willemstad (Curacao)

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

DP World wins deal to expand terminal at Egypt port

DP World DPW.DI has won a concession to double the size of its container operations at Sokhna Port on Egypt's Red Sea coast, the company said in a statement on Thursday. Sokhna, near the southern end of the Suez Canal, is Cairo's main port for cargo from the Far East.

The concession will allow DP World to extend the length of its quay by 1,300 metres and add 1.75 million 20-foot equivalent units (TEUs) of cargo capacity to its operations, DP World said. The new capacity is expected to come online in four years. "The new agreement replaces the original concession agreement awarded to DP World Sokhna and further extends the concession to 35 years after the construction of the new terminal," it said.

The concession, awarded by Egypt's Red Sea Ports Authority, involves investment of \$700 million, Egypt's state news agency MENA said earlier, without elaborating. It will add 640,000 square metres to DP World's current 925,000 square metres of cargo space at the port and increase the total length of its quays to 2,800 metres, the agency quoted Transport Minister Alaa Fahmy as saying.

The extension should increase the authority's revenue by \$180 million a year, Fahmy added. **Source:** [gulfbase](#)



SSDR "[Bicentenario](#)" commenced seatrials for DSME Shipyard (South-Korea)
Photo submitted by : Marcel Faasse & The Dutch Crew ☺

Research vessel returned to Arkhangelsk

The Russian scientific research vessel "**Akademik Fedorov**" has returned to Russia after a nearly three months long study of the Arctic boundaries of the Russian Continental Shelf. The vessel came to Arkhangelsk on Thursday after what has been said to be the largest Russian expedition in ten years time. The main purpose of the expedition was to get a relief of the sea bottom in order to prove that the underwater Arctic ridges Lomonosov and Mendeleyev are geological continuations of the Russian continental shelf. If Russia can prove this, the country will get the right to exploit the enormous oil and gas fields in the triangle Chukotka-Murmansk-North Pole.

Russia plans to submit a new application to the UN Commission on the Limits of the Continental Shelf in the beginning of 2014. The data gathered by "**Akademik Fedorov**" will contribute that the Russian Continental Shelf will be expanded with 1.2 million square kilometers, said Head of the Federal Agency of Mineral Resources (Rosnedra) Anatoly Ledovskikh when welcoming "**Akademik Fedorov**", website B-port.com reports. As BarentsObserver reported, Russia has allocated 35 million EUR to Arctic research missions in 2010-2011. **Source : BarentsObserver**



The Crew of the **Svitzer Milford** during the launch of the **D 37 Duncan** , with newscippings contributor **Tommy Bryceland** (with his back to the camera)
Photo : Iain Forsyth (c)

Japan's Marubeni to buy stake in 8 LNG carriers from BW Gas

Japan's Marubeni has agreed to acquire a 49% interest in eight LNG carriers from Bermuda-incorporated BW Gas for a cost of "about" \$700 million, the Japanese trading company said Thursday. The eight ships are currently under long-

term charter to Nigeria LNG and have been engaged in taking LNG from Nigeria to Europe and the US under long-term sales contracts, the company said. The charter contracts for the vessels are for a maximum period of 22.5 years. The vessels were all built between 2004 and 2008 by South Korean ship-builder Daewoo, and all have a capacity of somewhat above 145,000 cubic meters. Marubeni said the two companies would establish a 49-51 joint venture in Bermuda to own the vessels. It added that the two companies would look to "expand their cooperative ties in LNG and other energy transportation businesses."

The trading company said it sees the energy supply chain, including LNG transportation, as one of its core businesses. It added that it hoped to "aggressively" expand its activities in energy transportation and other related marine business fields. A spokesman for Marubeni said the company previously had a presence in two shipping areas, "trading" -- involving new shipbuilding transactions -- and "chartering operations" -- involving chartering second-hand ships and ship equipment, and related operations. With the new deal, it was adding a third area, long-term ownerships, he said. "We hope that this acquisition will contribute long-term, stable revenues as a third shipping scheme," he added. Marubeni is one of several Japanese trading houses that are fairly active in the global LNG trade. The company holds a 6.5% share in the Equatorial Guinea LNG liquefaction terminal, a 10% share in the Peru LNG terminal and a 7.5% share in the Qatargas 1 project. BW Gas was formerly known as Bergesen Worldwide Gas and listed on the Oslo stock exchange. But it was redomiciled to Bermuda, renamed and delisted from the Oslo exchange in 2009. Andreas Sohmen-Pao, Group CEO of the combined BW Maritime and BW Gas management team, said the sale was part of the ongoing process of looking at ownership. "We want to have a balanced portfolio of ownership." He added that prior to the privatization of BW Gas in 2009, the company owned just 60% of the business, with the remainder publicly-held. After delisting, the company was looking to rebalance its portfolio, he said. BW Gas owns a further five LNG vessels, all of which are under long-term charter. Sohmen-Pao said that future joint ventures were "possible in other parts of our fleet but there is nothing specific to report at this time." Asked whether Marubeni would be able to make use of the vessels itself, he said that the ships were "in the long-term service of NLNG and they will decide how they are used." **Source: plats**

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New £33.5million quay opens at Peterhead

Scandinavian Oil & Gas reports that a £33.5million project to construct a new, all weather, deepwater quay at Peterhead has been completed on schedule and within budget, with the development – the Smith Embankment – now operational and open for business.

Completion of the 18 month project – which incorporates a 200 metre long berth, breakwater, dredging and land reclamation works – is set to herald the start of an exciting chapter in the future of Peterhead Port Authority, the organisation responsible for managing and developing the port. The facility, which will create up to 60 full time job opportunities and contribute an estimated £12million to the local economy each year, will allow the Authority to attract new business and target previously untapped markets, through significantly expanding the range of projects which can be completed and handled on site. Boasting an adjacent working area of 16,000m² and water depth of 10m, the berth can be utilised by a range of industries, including subsea, renewable energy and the oil and gas

decommissioning sectors, as well as the strategically important pelagic fishing sector. Scandoil said the facility is ideal for the subsea industry with its ability to accommodate the new generation of larger vessels now coming onstream. The large adjacent working area provides capacity to assemble or manufacture components for offshore wind and wave devices.

The Authority hopes to capitalise on the flourishing offshore renewable energy sector, which, according to forecasts, will be worth £75billion to the UK economy by 2020. The berth will allow Peterhead Port to reinforce its position as the UK's premier fishing port. The new deepwater berths provide increased capacity to service the growing business associated with pelagic fish caught by Scottish and foreign vessels. Increasing volumes of new pelagic species such as capelin and blue whiting have also been handled at the port by local processors. **Source : Dredging News Online**



The **KERKYRA** seen arriving in Scheveningen – **Photo : Rob Lambij (c)**

Iran shipping firm cuts Europe service on EU 'problems'

A shipping firm accused by the West of being a front for Iran's national maritime company has stopped operating in northern Europe because of "problems" with the European Union, a senior company official said on Wednesday. HDS Lines has cut its container shipping service between Europe and the Middle East, confining it to the Mediterranean.

"We have stopped serving northern Europe," Capt. Saeed Maghdadi, a senior official of the firm's European business, told Reuters in a telephone interview. "The main reason is because of the EU problems." He declined to elaborate and other HDS officials were not immediately available to comment. Alphaliner, a maritime industry intelligence provider, said HDS stopped the service because of tougher EU sanctions imposed on the Islamic Republic for its nuclear work.

The United States and the EU have imposed strict sanctions against Iran, blacklisting dozens of the Opec member's military, industrial and shipping companies. The US Treasury has accused HDS Lines of being a front company for the Islamic Republic of Iran Shipping Lines (IRISL) and prohibited all US transactions with the firm. HDS says it is a private shipping company and is not involved in any illegal transportation of goods or any illicit activities. The company's Europe-Middle East service consisted of seven ships of 2,500 to 3,400 twenty-foot equivalent units with port stops at Felixstowe, Hamburg, Antwerp, Le Havre, Malta, Damietta, Misurata, Jeddah, Bandar Abbas, and Dubai, according to the company website. **Source: reuters**



The **DISCOVERY** seen moored in Cape Town – Photo : Aad Noorland (c)

FESCO to launch Russia's largest container ship on the Chinese service

Transport Group FESCO (base company JSC Far East Shipping Company) is planning to launch a container carrier with a capacity of over 3,000 TEUs on the Chinese service in December 2010, FESCO's major stockholder and President Sergey Generalov said in an interview with PortNews. The container ship was bought before the crisis and was saved with great difficulty during the economic recession.

First of all, FESCO plans to increase the number and tonnage of its own Far East shipping lines. "Over the last three quarters of the year, we have built up the total capacity of the fleet on the Chinese service by 70%, from 3,500 TEUs to 5,900 TEUs, and on the Korean service - more than twice," said Sergey Generalov. Source : PortNews



Baltic Trading Limited Completes Acquisition of Initial Fleet of Vessels

Baltic Trading Limited, a drybulk company focused on the spot charter market, announced today that it has taken delivery of the *Baltic Wolf*, a Capesize newbuilding. The *Baltic Wolf* is the final vessel to be delivered to the Company under agreements signed in February 2010 to acquire four 2009-built Supramax drybulk vessels from an unaffiliated third party as well as two Capesize newbuildings from another unaffiliated third party. The *Baltic Wolf* is expected to deliver to its charterer, Cargill International S.A., on or about October 15, 2010 to commence a spot market-related time charter for 11 to 13.5 months. The rate for the spot market-related time charter will be based on the average of the daily rates of the Baltic Capesize Index (BCI), an index published by The Baltic Exchange reflecting the average freight rate for four major Capesize time charter routes, as reflected in daily reports. Hire will be paid every 15 days in arrears net of a 5% brokerage commission, which includes 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. The Company transports iron ore, coal, grain, steel products and other drybulk cargoes along global shipping routes. Baltic Trading currently owns a fleet of 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 Ltd.**



Above seen the CPC chartered newbuild *Efficiency OL* getting ready in Shanghai to load 42" pipe for QC LNG project in Australia. **Photo : Mark van der Molen (c)**

Philippine Ports Authority wants to privatise five ports in Mindanao

The Philippine Ports Authority (PPA) announced that it is pushing ahead with its decision to privatise at least five state-controlled ports in the Visayas and Mindanao as part of the Aquino administration's strategy to allow the private sector help the government in funding infrastructure projects, reported Philippines News Agency. Ports eyed for privatisation

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are Davao, Cagayan De Oro, Iloilo, General Santos and Ozamiz. PPA general manager Juan Sta Ana said the government is reducing its presence in these port facilities in line with the government's private-public partnership. Sta. Ana added he expects all of the PPA's more than 100 ports to be privatised before the end of the Aquino administration in 2016.

Three of the five ports already have private cargo-handling operators. A subsidiary of International Container Terminal Services Inc (ICTSI) operates Davao port; Oro Port runs Cagayan De Oro port; and Asian Terminals Inc and ICTSI jointly operate General Santos. These ports handle the bulk of local and international trade in Visayas and Mindanao.

Source: cargonewsasia



The **CMA CGM L'ETOILE** seen in Rotterdam – Photo : Annette Barendregt (c)

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.... PHOTO OF THE DAY



2010 Damen build tug **Frey** from Intertug SA seen in Cartagena on stand-by at docking of M/S Statendam
Thanks to the captain of **Frey** for making some nice turns for my camera and after I stick up my thumb for saying
thanks giving a short blast on the horn

Photo : Cees Kloppenburg - on board M/S Statendam (c)