

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 301



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Boonsweg 19, 3274 LH

P.O.Box 5023, 3247 ZJ

Heinenoord – The Netherlands

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F +31 (0) 186-603619

E info@tenwolde.com

W www.tenwolde.com



**Above seen one of the oldest URS units "DEN ALPHONSE" and one of the latest new ones, the UNION FIGHTER moored alongside each other off Angola
Photo : Reinder Buren (c)**

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The 2004 built **HANSA RONNEBURG** seen departing from Willemstad (Curacao)
Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

Container ship deliveries to hit 1.42 million TEUs in 2010

Shipyards are due to deliver 278 container ships of 1.42 million 20-foot equivalent units capacity in 2010 following record deliveries in the third quarter, a leading analyst forecast. Deliveries this year have already reached 1.29 million TEUs -- including 468,000 TEUs in the third quarter -- substantially above the 1.07 million TEUs delivered in 2009, according to Paris-based Alphaliner.

This is the second highest annual increase in capacity terms since the 1.57 million TEUs delivered in 2008. While the number of ships due for delivery this year is close to the 268 vessels that joined the world fleet in 2009, the average size of this year's ships has increased to 5,150 TEUs from 3,990 TEUs. An additional 1.4 million TEUs is scheduled for delivery in 2011, a high capacity growth rate that "remains one of the key concerns for the industry," according to Alphaliner. The world fleet will grow by 9.5 percent to total 14.3 million TEUs by the end of 2010 and will increase by a further 9.1 percent next year, net of scrapping and deletions. Around 180,000 TEUs will be removed from the world fleet this year through scrapping and the conversion of cellular box ships to other vessel types. A record number of orders has been deferred or delayed over the past two years due to the global financial crisis, according to Alphaliner figures. About 100 vessels totaling 530,000 TEUs delivered in 2010 were initially planned for delivery in 2009, while around 65 ships of 435,000 TEUs initially planned for 2010 have been deferred or delayed to 2011 and beyond.

Source: Journal of Commerce



The **OOCL LUXEMBOURG** seen inbound for Hamburg – Photo : Michael Brakhage ©

Tanker flat rates for 2011 to increase by up to 20% on major trades says analyst

According to a new report from Mcquillling Services, flat rates for tankers, as updated by the Wordscale Association, are expected to be revised upwards for 2011, by a percentage ranging from 17% to 20%. Each year the Wordscale Association issues an updated schedule of tanker freight rates, known as 'flat rates', presented in US\$/metric ton. These rates are the fundamental basis for tanker spot rates which are negotiated in Wordscale (WS) points. WS points designate the actual negotiated percentage of the underlying flat rate where WS100 is 100% of the flat rate. The flat rates for 2011 will be issued in a couple months, and will go into effect in January. Each year more than 300,000 flat rates are revised and published for different load/discharge port combinations.

Mcquillling Services said that "our approach to forecasting the revised flat rates is in accordance with the Wordscale Preamble's "Basis of Calculation". While the flat rates are the basis for freight rates across the spectrum of tanker

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classes, the Worldscale Association calculates the rates on the basis of a nominal 75,000 ton deadweight vessel and using a defined service speed and bunker consumption. Annual flat rate adjustment is well-correlated to bunker price as this is the primary driver in the calculation.

The Worldscale Association uses a worldwide bunker price average collected from the 1st of October through the end of September for use in the next year's calculation. Last year flat rates were adjusted downward quite heavily, roughly 25% lower than 2009 flat rates on our major trades. This corresponded to a sharp drop in bunker price with US\$ 341.16/mt used for last year's rates compared to US\$ 554.05 the year before. For the 2011, Worldscale will use an average bunker price of US\$467.48 which is an increase of 37% over last year. In accordance with this greater bunker price, we anticipate flat rates up by about 17-20% on our major trades» the US-based company said in its research.

Aside from bunker price, port costs are the second largest factor in the calculation of these rates. Port costs also represent the most subjective portion of forecasting the new flat rates. The report mentioned that "in order to validate our assumptions for calculations each year, we routinely collect updated costs for an array of ports worldwide. Historically, we have observed an average annual increase of port costs on the order of 5% pending any extraordinary circumstances. Again, we emphasize the lesser weight of port costs in the new rates by considering the sensitivity to a steeper increase in port costs. At a 10% annual increase in port costs, our 2011 TD3 flat rate forecast would come in US\$0.07 greater, or 0.3%. Even on a shorter voyage, where port costs carry more significant weight on the calculation, TD9 would respond to a 10% increase in port fees with a flat rate increase of US\$ 0.08 or 0.8%. Considering the increase in flat rates we anticipate in 2011, and the adjustment behavior observed in the past, we explore how the market will step into this new rate schedule. The benchmark TD3 VLCC trade, 260,000mt cargo Ras Tanura/Chiba averaged a spot rate of WS48 last month for daily time charter equivalent (TCE) earnings of about US\$ 10,000 per day. At current bunker prices, if TCE earnings remained constant, this would translate into a lesser spot rate of about WS39 on 2011 flat rates. At a spot rate of WS48 on 2011 flat rates, TCE earnings would jump to US\$ 22,000 per day" said Mcquilling Services. So, the underlying question is how will the market react to the new flat rates. Theoretically, if daily TCE earnings were to suffer no turbulence, the higher flat rates imply a noticeable step down in spot rates. "Therefore, at recent TCE levels of US\$ 10,000 on TD3, we could anticipate the spot rates to drop shy of WS40 with all other variables aside. In reality a number of factors in conjunction with the step up in flat rates are likely to stir up the market, even if only slightly. In particular, last year's sharp decrease in flat rates caused market participants to ease slowly into the new schedule with a number of vessels in January 2010 still being fixed on 2009 flat rates. Intuitively, we can expect to see that behavior again to some extent this year. It will be interesting to see how seasonality, current bunker prices, and the new flat rates will mesh and what affect this abrupt (and directional) change in flat rate adjustment will have on freight rates and earnings", concluded the report. **Source: Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The **SVENDBORG MAERSK** seen westbound in the Singapore straits yesterday afternoon enroute Tanjung Pelepas

Photo : Piet Sinke ©



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The "**Caribbean Express**" was towed into the Port of Cape Town by the tug "**Hako 18**" and assisted by three harbour tugs on Oct 22 afternoon while being moored at the Cross Quay at 5 p.m. The day before she dragged her anchor to 0.9 nm from the beach – **Photo : Ian Shiffman ©**

Government axes contract with Lowestoft tug operator

A Lowestoft firm's long-running multi-million-pound contract to supply emergency tug vessels around the British coastline is to be cancelled, it has emerged. The Department for Transport (DfT) said taxpayers should not have to foot the bill to help stricken ships – the day before one of the four tugs supplied in the contract was used to tow the stricken nuclear submarine **HMS Astute** off a shingle bank off the Isle of Skye. The contract has been held by Lowestoft-based Klyne Tugs, part of the JP Knight group, for 11 years and had been up for renewal in September 2011, the date the service will now end. David Offin, managing director of JP Knight (Caledonian), said the contract was a "significant amount" of the firm's business, but said that there was a lot of other work the business carries out.

A statement from the company said the: "JP Knight is a diverse and flexible company that although small has vast experience in the offshore, harbour and coastal towage business in addition to our emergency response and salvage arm and we have time now to look to new opportunities for the ETV fleet beyond the contract end date."

The service was set up under the Maritime Coastguard Agency (MCA) following a government review after an oil slick caused by the running aground of the tanker **Braer** off the coast of Shetland in 1993. The DfT said cancelling it would

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save £32.5m over the period of the comprehensive spending review. It said: "The MCA will no longer provide Emergency Towing Vessels (ETVs) at taxpayers' expense from September 2011.

"Emergency towing vessels are mainly deployed when vessels break down. "The government believes state provision of ETVs does not represent a correct use of taxpayers money and that ship salvage should be a commercial matter between a ship's operator and the salvor. "Removing ETVs will save £32.5m over the spending review period." Klyne Tugs won the full time contract for the ETV service in 1999. Its four-strong ETV fleet includes three purpose-built offshore tugs, **Anglian Monarch**, the **Anglian Princess** and the **Anglian Sovereign**, based at Dover, Falmouth and Shetland, respectively.

Crew and captains of the vessels have won several awards and commendations for their work during the contract. The cancelling of the service was described as "an own goal" by Shetland Islands Council who lobbied furiously in the wake of the Braer oil spill for emergency services that could have prevented that environmental disaster. **Source : edp24**



Above seen the Russian built 704 type **Yarenga** backloading October 27th at the oil rig Dada Gorgud in the Caspian Sea prior to the rig move. **Photo : Pete Smith ©**

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Shipping companies search for solution to growing piracy

Evasive sailing tactics fail to eliminate the problem

Pirates off the Somali coast are operating in a wider area, venturing into the Indian Ocean, thus increasing the threat and insurance costs for shipping companies. To avoid the risk of attack, ships are changing their itineraries that take them on a longer route around East Africa, said Chris Hayman, chairman of the regional maritime exhibition Sea-trade Middle East Maritime. Whether carrying cargo or servicing the offshore oil industry, sailing time is increasing and transportation costs are cutting into tightened budgets. "Pirates are attacking on a more regular basis. Ship owners in this region are very concerned about the impact, which is felt in many ways," he said. Aside from the cost of fuel, risks involve the safety of the crew and the seizure of the ship and its cargo. "The industry is looking for an international solution at a government level," Hayman said. The United Nations has been involved in talks to find a solution to the threat of piracy. Aside from the challenges, the maritime industry in the Middle East has picked up the pace of recovery, evident in the growth of the Seatrade show.

The organisers said 58 countries participated this year, taking up about 9,000 square metres, an increase of as much as 10 per cent over the last edition of the show in 2008. "There is a strong presence from China. It is becoming an important force in the shipping industry," Hayman said, adding that research has shown that China is now handling 35 per cent of the world's order book for ships. The current fleet size owned by Middle East companies is equal to 57.3 million deadweight tonnes and 2,040 vessels.

A new research done by Doll Shipping pegs the regional order book at 20.9 million deadweight tonnes, representing 37 per cent of the existing fleet. "We are seeing more types of ships being built by Middle East companies, such as for dry bulk," said Hayman, adding that while it represents 15 per cent of the current fleet, the order book comprises 24 per cent dry bulk vessels, showing an increasing demand for ships that can transport cargo such as iron ore and grain. "The Middle East is becoming a really important ship owning centre and also a ship management centre. Fleets are increasingly being managed here," he said. Meanwhile, throughput volumes from the region have shown signs of recovery with operators such as DP World posting growth of around 15 per cent for the first nine months of the year against the same period the year before. **Source : GulfNews**



Above seen the Turkish flagged and owned general cargo ship **AKIN** underway offshore Malta on 15th October 2010.

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

Asian Shipowners Forum focuses on seafarer health and safety

THE ASIAN Shipowners' Forum (ASF) Seafarers Committee, meeting in Qingdao, China, expressed concerns about the health, security and professionalism of seafarers.

Fatigue of seafarers was a problem, said the statement from the meeting, which urged Asian governments to approve the proposed resolution on the "principles of safe manning" raised at the 27th meeting of the UN's International Maritime Organisation's Assembly for adoption, and its related revisions to SOLAS (safety of life at sea) Chapter V, Regulation 14.

It asked the Asian governments to adopt the revised "Guidelines for the Application of Principles of Safe Manning" as soon as possible.

The shortage of sailors has been an increasing concern. Having more recruits is a must, but quality cannot be sacrificed. The committee strongly advised shipowners and their senior management should not overlook the importance of professional training and the implementation of stringent standard in practice. Seafarers should not be promoted too fast if they are not fully qualified. Security, particularly on the deteriorating piracy attacks and hijackings, is another concern. The meeting discussed the traumatic experience of seafarers especially those on vessels that had been hijacked by pirates in the Gulf of Aden and Indian Ocean, which not only deeply affected the mental health of the seafarers and their families, but also the carriage of world trade. Other key topics of the meeting included how to determine the appropriate seafarer wages for sailors with different nationalities and urging all governments to ratify the necessary regulations relating to new ship certification, which was approved in the Maritime Labour Convention 2006 to be carried out in late 2011 or early 2012. **Source : Schednet**



The crane vessel **MAGNIFICENT** seen anchored off Singapore – **Photo : Piet Sinke ©**

Germany thanks UK for freeing ship, panic room worked against pirates

BRITISH naval rescuers deployed a ship and two aircraft to free the German-owned 12,700-ton multi-purpose **Beluga Fortune** from Somali pirates after the crew cut the power and locked themselves into an panic room, reported The Associated Press. None of the 16 crew members aboard the 667-TEU capacity **Beluga Fortune**, seized 1,930 kilometres east of Mombasa, was harmed, said Beluga-Reederei spokeswoman Verena Beckhusen. No ransom was paid and the Antigua-flagged vessel resumed its voyage to South Africa. German Foreign Minister Guido Westerwelle thanked the Royal Navy, and called the case a "good example for international cooperation in the fight against piracy."

Beluga-Reederei director Nils Stolberg said a British frigate, a surveillance plane and a helicopter were involved in freeing the vessel. By the time they boarded, the pirates had departed. Mr Stolberg credited preparation for the success of the operation. "They sent out an emergency call, barricaded themselves in a special security room, shut off the fuel supply and the bridge and informed the military. This way the pirates could not bring the ship under their control or seize the crew for ransom."

Seafarers unions have tended to prefer muster points, places to surrender to armed boarders, and oppose panic rooms or "citadels" where they would sit out an attack behind locked doors for fear of attackers bringing high-explosives to open the doors. While the Bremen-based company worked together with the German Foreign Ministry in Berlin to inform the German, Russian and Filipino family members of the crew, the German military and the anti-pirate mission evaluated the situation on the ground by deploying ships and a surveillance plane. **Source : Schednet**



HAL's **NOORDAM** seen in the Straits of Messina – **Photo : Jeannine Fontaine ©**

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NAVY NEWS

French Navy To Have Use of Gowind OPV

DCNS and the government signed Oct. 26 a long-awaited agreement that makes a Gowind offshore patrol vessel (OPV) available to the French Navy, the French naval company said in a statement.

"The OPV will be made available to the French Navy for three years with a view to achieving sea-proven and operations-qualified seals of approval attested by a world class Navy," the company said. DCNS is building at its Lorient shipyard the Hermes, the first of class Gowind OPV, out of company funds. DCNS hopes the 1,000-ton vessel will be its winning ticket in the export market for this class of warship, which is much smaller than the frigates it is used to building.

Defense Minister Hervé Morin, Navy Chief of Staff Pierre-François Forissier and DCNS Executive Chairman Patrick Boissier signed the agreement on the company's stand at the Euronaval trade show. **Source : defensenews**



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Nuke submarine back on even keel



The nuclear submarine **ASTUTE** which ran aground off the Isle of Skye limps back to base last Monday.

No words needed just read the sign on the derelict building on the shore. :))

Photo : Tommy Bryceland – Scotland ©

The nuclear submarine which ran aground off the Isle of Skye limps back to base last Monday, But she made her way back to the Faslane base on the River Clyde above water under her own power Monday after the rudder was inspected, although more checks will be needed. The Astute - the UK's most powerful attack sub - was beached between Skye and the mainland.

Her crew had to wait for high tide so she could be towed to deeper waters and checked for damage. Ministry of Defence officials promised a "full and thorough" inquiry, which would consider if any crew were negligent. The skipper, Commander Andy Coles, could face a court martial but the MoD said it would be "inappropriate" to comment on possible action. **Astute** was on sea trials when it was beached during a crew transfer. The submarine was commissioned into the Navy two months ago. **Source : mirror.co.uk**

U.K. Move Could See French Aircraft on British Carriers

London's decision to fit catapults on its planned second aircraft carrier opened up the prospect of French Rafale strike fighters flying off a British flattop, with reciprocal rights for British aircraft off the French carrier, French Defense Minister Hervé Morin said Oct. 26 at the Euronaval trade show. Morin asked the French military staff to assess whether the installation of catapults would allow French aircraft, such as the Rafale, to operate off the Royal Navy vessel, and the answer was: "Yes, it's technically feasible," he told journalists.

That opened up potential opportunities of interoperability and mutual interdependence between the British and French fleets, he said. With such cross-deck operations came the possibility of a "permanent presence at sea," he said.

"We have a complementarity to play with," he said. Morin, however, said a French decision on whether to build a second carrier, dubbed porte-avions 2 or PA2, would be made at the end of 2012 or early 2013. Up to now, President Nicolas Sarkozy has said such a decision would be made in 2011 or 2012. But money is tight, and a presidential election is due to be held in 2012, which was probably why Morin reset the timetable, a defense official said.

Morin is positioning himself as centrist party candidate for the presidential ballot. Privately, senior French Navy officers are delighted at the prospect of Britain operating a conventional carrier, rather than the through-deck vessel designed for vertical-takeoff aircraft such as the Sea Harrier.

One officer said it takes something like 25 years to learn how to operate a true carrier. "I'll be happy to speed it up by 10 to 15 years" the officer said. The French Navy, which operates the [Charles de Gaulle](#) carrier, could help with cross training of crews. The French Navy has been without the use the [Charles de Gaulle](#) for three years following a scheduled overhaul of its nuclear reactor and working up period. In that time, French Fleet Air Arm pilots flew in the United States to keep up their flying hours.

Expectations are high that announcements of military cooperation will be made at the Anglo-French summit on Nov. 2, when Sarkozy and British Prime Minister David Cameron meet in Portsmouth in Britain. **Source : Defense News**

SHIPYARD NEWS



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Guangzhou Shipyard International 3Q Net Profits Up 61.12%

Guangzhou Shipyard International recorded an increase of 61.12 percent year-on-year in third quarter net profit to 263.171 million yuan, as a result of declining raw material costs and foreign exchange gains, with an earnings per

share (EPS) of 0.53 yuan, citing a company filing. Operating revenue in the third quarter slipped 15.25 percent to 1.626 billion yuan, due to a slowdown in shipbuilding capacity. Operating revenue for the first three quarters of 2010 was down 10.67 percent year-on-year to 4.52 billion yuan, but net profit climbed 49.22 percent year-on-year to 604 million yuan. Shares of Guangzhou Shipyard International rose 2.57 percent to 25.99 yuan at 13:23 p.m. on the Shanghai Stock Exchange today. **Source: CapitalVue**



The TSHD [Willem van Oranje](#) seen from the crewboat 3 weeks ago at PUMA Maasvlakte 2 project.

Photo : B.Brusse ©

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BAE Shipyards wins \$1M ferry repair contract

BAE Systems Southeast Shipyards, formerly Atlantic Marine Mayport LLC, won a contract of up to \$1 million to rehabilitate a St. Johns River ferry. The work, to be completed in about three weeks in

December, will coincide with a roughly \$1 million project to repair the gantry system at both docks of the ferry. The ferry will be out of service during that time, said Chris Kauffmann, the Jacksonville Port Authority's interim director. About \$800,000 for the gantry repairs came through federal funding, with the authority funding the rest. BAE Systems received the sole-source contract because it was the only regional company able to take on the repairs of the MV **Jean Ribault**, and transporting it for repairs outside of Northeast Florida would have been too costly. **Source: bizjournals.com**



The cement carrier "**CORREGIDORA**" belonging Cemex (Cementos Mexicanos) under a large steel and machinery jobs at CERNAVAL Shipyard in Algeciras, Spain.

Photo : David North ©

Keppel invests \$13.9 million in Rotterdam port

Ship and offshore yard Keppel Verolme BV (KV), the Dutch division of offshore and marine group Keppel Offshore & Marine Ltd has acquired three graving docks situated within its compound from the port of Rotterdam for approximately €10 million (\$13.9 million). "This latest asset acquisition reflects Keppel's confidence in the future of the marine and offshore sector in Northern Europe," said Harold Linssen, managing director of KV. Among the graving docks acquired by KV was a 405 metres long and 90 metres wide dock, reputed to be among the largest in Europe, according to the company. "This investment by KV reaffirms the attractiveness and the resilience of the Rotterdam maritime cluster," said André Toet, chief operating officer of the port of Rotterdam. KV offers marine services such as dry docking, repair and maintenance, modification conversions and construction of vessels. **Source: portworld**

Daewoo Shipbuilding wins \$143mln order from S.Korean navy

Daewoo Shipbuilding & Marine Engineering Co. (KSE:042660), South Korea's No. 2 shipbuilder, said Tuesday that it has won a 160 billion won (US\$143 million) order to build a salvage vessel from the South Korean navy. Under the

deal, Daewoo Shipbuilding will build a 4,700-ton auxiliary towing salvage vessel by the end of 2013, it said. In September this year, Daewoo Shipbuilding also won an order to build a submarine for the South Korean navy. Shares of Daewoo Shipbuilding were trading at 31,000 won on the Seoul bourse as of 9:10 a.m., down 0.16 percent.

Source: tradingmarkets

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Lisco Gloria is now safely moored at the Lindoe Terminal at Odense under care of Fayard. The first days the ro/pax has been under scrutiny by German authorities (as the accident started in German waters), but the first cars has been taken ashore... **Photo : Bent Mikkelsen ©**

Navingo's new Editor & Sales Representative in Singapore

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Through the acquisition of **Holland Shipbuilding** magazine earlier this year by **Navingo BV**, we are pleased to announce that Asia Pacific Editor & Sales Representative **Karen de Koning – Boodt** has joined Navingo from mid-October 2010.

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Contact details:

Mrs. Karen de Koning – Boodt
Editor & Sales Representative
15 Tham Soong Avenue
Singapore 597031
HP: (+65) 8379 7782
kdk@navingo.com
www.navigo.com

Igor Rusu says Rosmorport may drop unprofitable pilotage at ports, in late 2010-early 2011

Federal State Unitary Enterprise Rosmorport might cancel providing pilotage service at the ports and market segments where it turns out unprofitable for the federal enterprise, the correspondent of PortNews reports, quoting Rosmorport CEO Igor Rusu as saying at a briefing in St. Petersburg.

"Obviously, Rosmorport is not bound to provide pilotage services at those ports where it is not profitable. In the near future Rosmorport will have to cancel such services where it is not profitable," said the head of the federal enterprise.

Igor Rusu explained the company was striving to create a unified state pilotage service: "Our strategy is clear - it is the creation of a single pilot service, the public, but not necessarily in the structure of Rosmorport, but with common standards and unified management." He was confident that the Rosmorport's move would encourage government and businesses to boost the creation of a single union of pilots.

Currently, the pilotage services are provided at Russian ports by Rosmorport and about 12 private companies. The private pilots firms take nearly all of the most expensive operations, while the work of pilots of Rosmorport turns out unprofitable. "Of the 60 ports of the country private pilots are operating only in 9 ports," Mr. Rusu said. For example,

in the northern ports such as Anadyr and Pevek only the state enterprise's pilots provide the service. Private firms provide expensive services for pilotage of large-tonnage ships at major Russian ports, while state pilots have to enjoy piloting coasters and river-sea-going low-capacity vessels.

According to Rosmorport estimates, annual income from pilotage services at the Russian ports of the eastern Gulf exceeds 700 million rubles. This includes about 610-615-m rubles earned by private companies, while the share of Rosmorport's pilots is 112 million rubles. The number of pilotage operations of Rosmorport is significantly higher than that of private pilots.

At the port of Novorossiysk, 30% of pilotage services (mostly at oil terminals Sheskhari and CTC) are provided by private pilots, 70% - by the state pilots. However, revenues of the private sector are much higher than the state's revenues.

Thus, the state-owned enterprise's pilots share work on the most low-income market segment of pilotage services, summarized Mr. Rusu.

Today, there is a direct competition in Russia in the services directly related to the safety of navigation (pilotage services), says the head of Rosmorport. This is contrary to international maritime instruments and rules. The flag Authority (in Russia - Ministry of Transport - PortNews), in accordance with international practice, should not allow competition on the pilotage service market. "In this sector - market conditions are effective, therefore we will operate using the market methods", said Mr. Rusu.

Igor Rusu believes the move will not stop the port operations, however, the intention of state pilotage service can help accelerate the process of creating a single pilot service in the country. "This may be a JSC with private equity, with a majority stake hold by the state," Mr. Rusu said. **Source : PortNews**

DP World has \$3 bln for expansion

Dubai government-controlled DP World DPW.DI has \$3 billion available to fund its expansion plans but does not rule out going to the market in the future, its chief executive told Al Arabiya news channel on Tuesday.

Mohammed Sharaf said the company did not need additional liquidity until the end of 2012 but was studying ways to finance future expansion plans. "We have \$3 billion worth of liquidity ready, but that does not mean that we don't study for after 2012," said Sharaf. The port operator's container volumes in the third-quarter climbed 8 percent, on a consolidated basis, to 7.3 million TEU, or "twenty-foot equivalent container units," the firm said in a statement to the Nasdaq Dubai bourse on Monday.

DP World's new developments in Vallarpadam in India and Karachi in Pakistan remained on schedule to open later this year, it said in the statement. DP World's first-half net profit after tax from continuing operations rose 10 percent to \$206 million. **Source: reuters.com**

BISSO MARINE INSTALLS NEW OFFSHORE PRODUCTION PLATFORM

BISSO MARINE, a premier provider of energy and maritime support services, safely performed a technically challenging tandem block lift of an offshore production topside, for this works used the D/B **LILI BISSO** to set a 315-ton topside deck during the installation of a new offshore structure in the Gulf of Mexico. BISSO MARINE'S D/B **BOAZ** provided support on the project, which also involved the installation of a lean-to well protector on the existing caisson.



"Performing a tandem block lift offshore always presents challenges, but our expert offshore team and multipurpose derrick barges performed the job safely and on budget for the customer," said Ron McNnis, vice president of construction and heavy lift operations for **BISSO MARINE**.

**Acta Marine**

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, multcats, 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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The **MEDEA** seen in Bonaire – Photo : Henk Ram ©

Chemoil doubles bunker sales in Singapore on-year

Singapore-listed Chemoil Energy has doubled its marine fuels sales volumes in the world's top bunkering ports of Singapore and Fujairah, its Chief Executive Clyde Michael Bendy said on Tuesday. The volumes in Singapore, the world's largest bunker port by volume, rose to 250,000-400,000 tonnes a month, versus the city-state's monthly volumes of 3.3-3.4 million tonnes. In the United Arab Emirates port of Fujairah, Chemoil's volumes have also doubled to 100,000-120,000 tonnes monthly, where it will expand the capacity of its joint-venture oil storage terminal with Gulf Petrol Supplies LLC to 675,000 cubic metres (cu m) from the current 90,000 cu m. Chemoil is a major supplier of marine fuels in Asia and the U.S. West Coast and has a 482,000 cu m storage terminal in Singapore. Glencore, the world's largest independent commodities trader, recently took a controlling 51 percent stake in Chemoil.

Source: af.reuters.com

Product Chemical Tanker "Ivy Express" Attains MLC 2006 Certificate

Mitsui O.S.K. Lines, Ltd. announced that a product chemical tanker **Ivy Express** managed by our group ship management company MOL Tankship Management (Europe) Ltd.*1 received a certificate of the ILO's Maritime Labour Convention 2006 (MLC 2006)*2 which is expected to come into force in the near future. The **Ivy Express** is the world's first vessel of Marshall Island registry which received the certificate.

MLC 2006 aims to improve the working and living conditions of seafarers, and is called as the fourth pillar of maritime treaties, following in the wake of the International Convention for the Safety of Life at Sea (SOLAS)*3, International Convention on Standards of Training, Certificate and Watch-keeping for Seafarers (STCW)*4, and International Convention for the Prevention of Pollution from Ships (MARPOL)*5. The MLC 2006 goal is to establish global standards for maritime labour. The treaty is expected to come into force in late 2011. MOL Tankship Management (Europe) respects the purport of the treaty, which led to acquisition of the Ivy Express. In the future, the company will also acquire vessels of registry other than Marshall Islands. Furthermore, the MOL Group will continue its positive focus on the new treaty while continuing in striving for safe operation. Source: MOL

ERSC plans to order 50 new ships by 2015

JSC Yenisei River Shipping Company (ERSC, Krasnoyarsk, Russia) projects to have 50 new ships constructed by 2015, the company's CEO Alexander Ivanov told the Independent News Agency.

"The upgrade of river shipping company's fleet turns to be the biggest problem. The Russian river-going ships' average age ranges from 40 to 70 years, and it's too much. We have a long-term program: by 2015 we need to build 50 units of the fleet. We expect to spend 170 million rubles just this year for construction of the fleet, next year we plan to do a little more. We have prospects, plans, and understanding. Of course, I would like to build more and, hopefully, so be it ", Alexander Ivanov was quoted as saying.

Each year, Yenisey Shipping Company as a customer places orders for new ships at the Krasnoyarsk Shipyard (part of the ERS holding). Besides, the shipyard started producing shipping containers for MMC Norilsk Nickel, a stockholder of JSC ERS company. **Source : PortNews**



Above seen the [Solitaire](#) laying pipe on the Nord Stream natural gas pipeline with pipe carriers [Maersk Fetcher](#) and [Toisa Independent](#) working alongside. Photo is taken from the survey vessel [Highland Rover](#).

Photo : Master Highland Rover ©

Adnatco takes delivery of first of 15 new vessels in South Korea

Bulk carrier will soon set sail for Abu Dhabi as firm expands fleet

Abu Dhabi National Tanker Company (Adnatco) said Tuesday it had taken delivery of the newly built M.V. **Shah**, a 37,000 metric tonne deadweight handy size bulk carrier, in South Korea. This is the first of 15 new vessels to be delivered over the next 11 months. "The delivery ceremony was held in South Korea, where the carrier was built. It will soon start its journey to Abu Dhabi and is going to meet the growing shipping requirements of the Adnoc Group of Companies," a person familiar with the developments at Adnatco told Gulf News by telephone.

The bulk carrier will be used primarily to carry bulk cargoes such as sulphur on behalf of Adnoc and its group of companies. The new vessel will be traded also in the open market," Adnatco said. As the shipping arm of the Adnoc Group of Companies, Adnatco and National Gas Shipping Company Ltd. (Ngsco) own and operate a fleet of carriers for transporting liquefied natural gas, petroleum products and sulphur as well as ro-ro and bulk cargo ships.

Adnatco and Ngsco are also involved in the marine transportation of petroleum products. The companies also do ship bunkering and the bulk transportation of sulphur. Adnatco transports polyethylene produced by Adnoc's petrochemicals subsidiary Borouge from its plant in Ruwais to global markets. **Source : GulfNews**

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DISA MARITIME BVBA

Ketelaarstraat 5c
B2340 Beerse
Belgium
T: +32(0)14 62 04 11
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CIMC delivers its first sea drilling platform

China International Marine Containers (CIMC) Group, the world's largest tank container manufacturer, delivered the country's first deepwater semi-submersible drilling platform Tuesday, breaking the market monopoly by builders in South Korea and Singapore.

CIMC's subsidiary Yantai CIMC Raffles Offshore Ltd built the platform, called **COSLPIONEER**, for COSL Drilling Europe AS, a wholly owned subsidiary of China Oilfield Services Ltd (COSL), located in Norway. The **COSLPIONEER** was designed and built in accordance with applicable laws, regulations and standards for operation in the North Sea, as well as other regions around the world, according to the builder.

The platform, which can accommodate 120 people, has an overall length of 104.5 meters, a module width of 65 meters and a module depth of 36.85 meters. It was designed to reach a maximum vertical drilling depth of 7,500 meters and a maximum variable deck load of 4,000 tons.

It has adopted the latest technologies to prevent kicks, blowouts, oil spills and other accidents, and the emergency pipe cutting and sealing capabilities can be activated remotely by hydraulic, sonar or robotic means. According to the company, the platform also provides a safe environment for people working and living on board. For example, the drilling operation and elevation of drilling tools are fully automated, further enhancing safety standards.

It is also designed to comply with a zero-discharge policy. Solid debris is transferred onshore for disposal, and various wastewater treatment systems ensure that sewage and industrial waste, and rain, are adequately treated before disposal at sea. "The completion of the **COSLPIONEER** showcases the breakthrough design and rig-building capabilities of CIMC Raffles, and the successful delivery of this platform is a milestone start point as we strive toward becoming a world-class offshore builder," said Mai Boliang, president of CIMC Group.

Port forecasts rise

Port of Tauranga expects annual earnings this year to meet analyst forecasts of between \$51 million and \$53 million, an increase on last year in part the result of rising container trade. In the first three months of the current financial year, the port saw a 10 per cent increase in trade, a 25 per cent increase in containers and net profit after tax up 10 per cent, chief executive Mark Cairns said.

The forecast for the year to June 2011 compared with underlying earnings after tax for the last year of \$49.4 million, a 9.3 per cent increase in turn on the previous year's record profit. The port company believed the economic recovery would be long, slow and patchy. Total trade last year was 13.7 million tonnes, up 2.4 per cent. **Source : NZ Herald**



The **SURF MANDIRI** seen off Batam Island (Indonesia) – **Photo : Piet Sinke ©**

Chongqing Donggang box shop to open before 2011

DONGGANG Container Terminal, jointly invested by Shanghai International Port Group and government of Chongqing's Nan'an District, is expected to be up and running by the end of this year, Xinhua reports. The two have spent CNY2.4 billion (US\$360.5 million) on the first phase of the terminal, which will have four 3,000-tonne multi-use berths and one ro-ro berth for 60 vehicles.

By 2020, the other 10 berths will be added to the terminal, bringing its total capacity to 1.3 million TEU and 200,000 ro-ro vehicles.

Nan'an District also signed cooperation deal in January with a Hubei company where the latter agreed to invest on warehousing and processing facilities at the Donggang port area. These facilities are expected to contribute to a more comprehensive spectrum of services offered at port area.



WindFarmBase
c/o OPUS MARINE GmbH
Alter Wandrahm 15 | D-20457 Hamburg | Germany
Tel. +49 40 22 63 203 0
Fax +49 40 22 63 203 99
www.windfarmbase.com



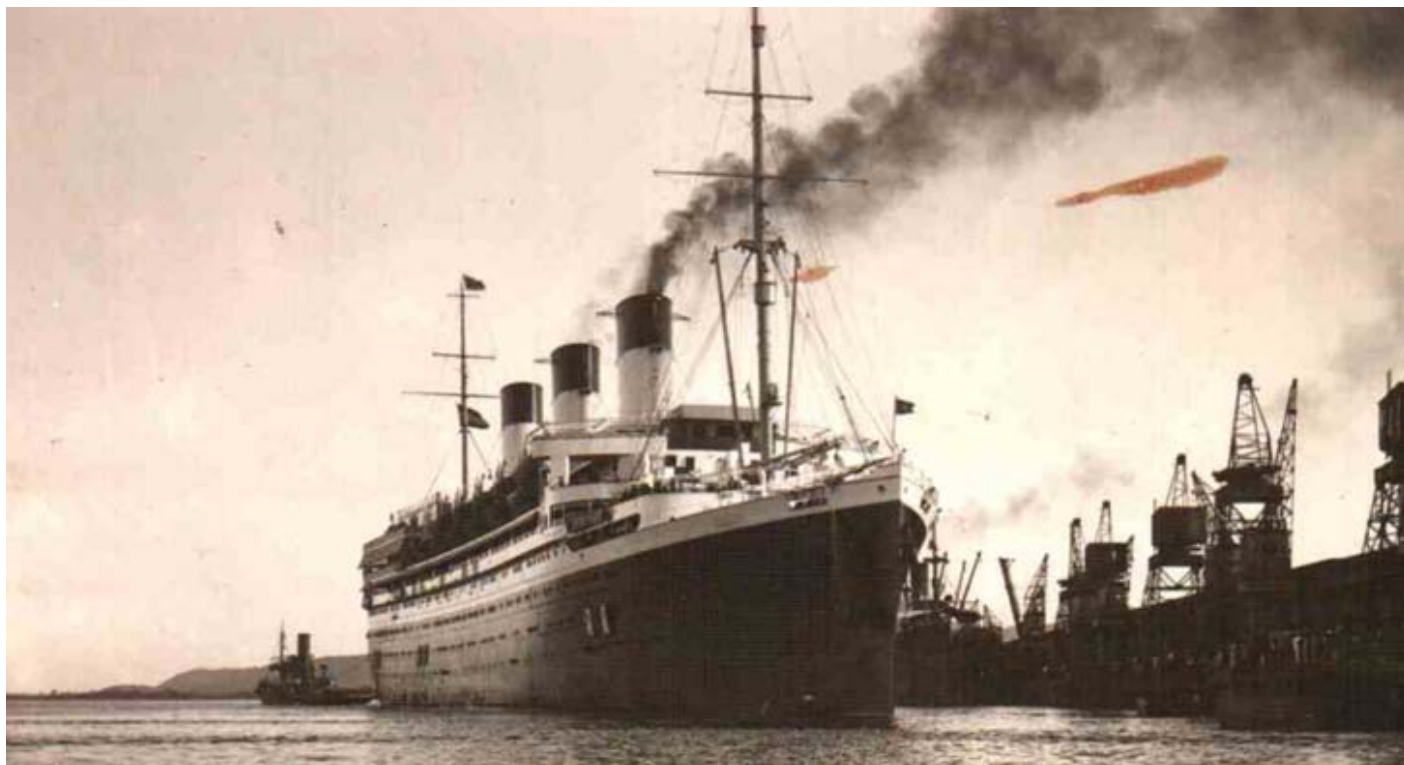
One-Stop Solution



Tight manoeuvring at the APM terminal in the Europahaven. From Left to right, **Maersk Sentosa**, **Maersk Racer** with **Smit Cheetah** and **Smit Ebro** and the **OOCL California** with alongside the bunker barges **Titan** and **Amalie** 1.

Photo : Bas van Hoorn ©

OLDIE – FROM THE SHOEBOX



The **CAP ARCONA** seen in the port of Santos (Brazil)
Photo : Col. Laiare José Giraud - Santos - Brazil.

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.... PHOTO OF THE DAY



As reported earlier this week the 635 ton brig (24) "**RAH NAWARD**" of the Pakistan Navy, entered Grand Harbour (Malta) , the 59.35 mtr long sail trainer ex **T.S.Y.T "Prince William"** was purchased this month from the British youth training organization Tall Ships Youth Trust, which had laid her up during 11-2007. New name means "Swift Mover." She is a steel hulled, bark-rigged brig with 18 sails totaling 949 m2. Masts are steel and deckhouses aluminum alloy., - **Photo : Gejtu Spiteri ©**

D: 635 tons (fl) S: 9 kts diesel; 13 kts sail
Dim: 59.35 (hull 50.2 overall) x 9.91 x 4.80
Electronics: Radar: 1 Decca Bridgmaster nav.; 1 Furuno FRS 1000 nav.
M: 2 MTU . . . diesels; 2 props; 892 bhp— 1 x 107 shp bow-thruster
Electric: 320 kw tot. (4 x 80 kw Cummins diesel-driven gen. Sets)
Fuel: 34 m3 Crew: 68 accommodations