



**Number 303 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Saturday 30-10-2010**

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


**PLEASE MAINTAIN YOUR MAILBOX, DUE TO NEW POLICY OF THE PROVIDER / SERVER YOUR ADDRESS WILL BE "DEACTIVATED" AUTOMATICALLY IF THE MAIL IS BOUNCED BACK TO THE SERVER DUE TO "MAILBOX FULL"**



**From left to right, Richard van der Werf (T&T Bisso Salvage Asia), the ambassador of The Netherlands in Singapore Mr J. Jansing, Capt. Fred Eversen and Piet Sinke T&T Bisso Salvage Asia & shippingnewsclippings seen onboard HAL's AMSTERDAM in Singapore**

## EVENTS, INCIDENTS & OPERATIONS

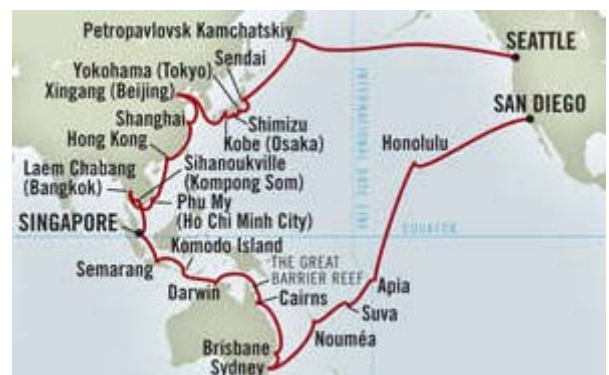
 Dredgepoint

 the independent dredging network

[www.dredgepoint.org](http://www.dredgepoint.org)

Equipment | Builders | Owners | Ports | Suppliers | Jobs

### HAL's AMSTERDAM VISITED SINGAPORE



Yesterday morning did see the arrival of HAL's **AMSTERDAM** at the cruise terminal in Singapore, the cruiseliner arrived from Shihanoukville (Cambodia) during whilst conducting the 69 days **2010 GRAND ASIA & AUSTRALIA** Cruise, the liner departed September 24<sup>th</sup> from SEATTLE and will arrive back in SAN DIEGO on December 1<sup>st</sup>.





## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 303



As guest onboard the liner we got a tour over the vessel by **Capt Fred Eversen**, a beautiful well maintained vessel turning tomorrow exactly 10 years old.

Left seen the most expensive suite onboard.



Top right seen one of the restaurants onboard the vessel and left seen the Atrium onboard equipped with a planetarium, which fully operational and showing every time of the day the position of the stars, moon, sun etc.



Above seen the bar in the crow's nest



Onboard the **AMSTERDAM** a lot of modern, but also classical art can be found



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 303



Left seen **Kim de Klerck**, manager of the specialty restaurant **PINACLE GRILL** onboard where we enjoyed a good steak served during the lunch as can be seen below, from the left **Piet Sinke**, Ch. Officer **Friso Kramer** and **Capt. Fred Eversen**



right seen engineers in the engine control room, and below not seen by the passengers but very necessary onboard to keep the show going, one of the tailors



and the laundry department were full time 24hrs/day 15 persons are washing and ironing the laundry !





## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 303



And the large chillers (left top dairy products) and freezers, were the tons of food are stored for the 1100 passengers and 600 crew onboard the vessel.

And then it was time to say goodbye again, on behalf of the Dutch Ambassador in Singapore, **Hans Jansing**, **Richard van der Werf** and myself, I would like to thank **Capt Fred Eversen** and the entire crew onboard the **AMSTERDAM** for the hospitality shown, **a ship on which the crew can be proud off !!**

And we wishing all of them a safe continuation of the :

**2010 GRAND ASIA & AUSTRALIA VOYAGE**

**[www.hollandamerica.com](http://www.hollandamerica.com)**



A final goodbye, 3 long blast over Singapore cruisebay, and the **AMSTERDAM** departed again yesterday evening just before sunset bound for her next destination, **SEMARANG** in Indonesia **Bon Voyage !!**

**All photos : Piet Sinke ©**



**VLIERODAM WIRE ROPES Ltd.**

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

**Nijverheidsweg 21 3161 GJ RHOON The Netherlands**

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

**Fax :** (+31)105013843

**Internet & E-mail**

[www.vlierodam.nl](http://www.vlierodam.nl)  
[info@vlierodam.nl](mailto:info@vlierodam.nl)



**MSC Oslo** (ex **Amerigo Vespucci**) sailing in IPAK ( India Pakistan East Africa ) service, coming with delay from Mombasa to Dar es Salaam due to major congestion in Mombasa.

**Photo : Anton Klaassen ©**

## **Boskalis provides update on developments at SMIT Pension fund**

Further to earlier reports concerning the financial position of the SMIT pension fund, Boskalis has announced that the board of the SMIT Pension fund Foundation (Stichting Pensioenfonds SMIT) has informed the Board of Directors of SMIT that it intends to reduce the pension entitlements by 13.2 per cent from 1 January 2011 in order to strengthen the fund's financial position.

The board of Stichting Pensioenfonds SMIT is currently conducting an investigation, with the aid of external legal advisors, into the past state of affairs at the fund and in particular into whether there may be grounds for mandatory additional contributions.

The Board of SMIT has to date not been informed that the ongoing investigation has resulted in any change of view with regard to the absence of a legal obligation to make additional contributions. During the due diligence carried out in connection with the merger with SMIT, Boskalis took note of the pension fund's tight financial position. The underfunding of the fund was also discussed in detail during the final negotiations with the Executive Board and Supervisory Board of SMIT.



Both maintained, partly on the strength of thorough internal investigations, that no legal obligation to make additional contributions existed. Furthermore, there was no intention on the part of SMIT to move towards a voluntary contribution. As already previously announced, any additional contribution by SMIT to the company's pension fund would have no material effect on the results and financial position of Boskalis. **Source : Dredging News Online**



**MSC MONICA** just left Berendrecht Locks, bound for high seas. - **Photo : Luc De Schutter ©**

## Nigeria says illegal arms ship sailed from India

An illegal shipment of rocket launchers and heavy mortars intercepted in Nigeria first arrived in the country in July on a ship which sailed from India, the Nigerian customs service said on Thursday. Nigeria's secret service intercepted 13 containers in the port of Lagos this week, some of which were found to contain rocket launchers, grenades, explosives and ammunition.

The seizure raised concern about national security in Africa's most populous nation, which is preparing for elections expected to be held next April and which was shaken by car bombings in the capital Abuja almost four weeks ago. Customs Director Dikko Abdullahi said the containers were discharged from the vessel MV CMA-CGM Everest, which docked in Lagos on July 10 and sailed out again five days later.

The ship's manifest listed the contents as building materials and its last port of call before Lagos was Jawaharlal Nehru port, south of Mumbai, the customs service said. It did not say that the vessel's journey had begun in India or that the containers were loaded there. "Our system is configured to block suspicious importations of this nature," Abdullahi said in a statement. "The importer and exporter had no address on the system and we have reason to believe that the importer's name given in the import documents is fictitious," he said. It is not unusual for shipments to take several months to pass through customs in Lagos, one of West Africa's busiest ports. The arms seizure follows car bombings on October 1 which killed at least 10 people near an independence day parade in the capital Abuja. The security services have not publicly linked the two events.

The Movement for the Emancipation of the Niger Delta (MEND), the main militant group in the oil-producing south, claimed the October 1 attacks and has threatened further strikes, but the State Security Service says the main suspects have been caught. There is also insecurity in the remote northeast, where a radical Islamist sect has firebombed police stations and shot local officials in recent weeks, though security experts say the attacks are opportunistic and disorganised. The weapons shown to journalists in Lagos on Wednesday included 107mm mortars, not known to have been used by Nigerian militant groups. The long-range mortars are designed to attack static targets such as buildings, and are used by armies to support infantry units. They have also been used by the Taliban in Afghanistan, security experts say. **Source : Chinadaily**

## MIDLUM AND DORUM ARRIVED IN ROTTERDAM



In the port of Rotterdam the sheerlegs **MATADOR 3** offloaded the rotor tugs **MIDLUM** and **DORUM**, which arrived from Singapore onboard the **CENA FAITH** – Photo : Rob Niemandsverdriet ©

## Tugs plea after submarine drama

A HIGH-profile rescue of a nuclear-powered submarine stranded off the Isle of Skye has prompted a call to save the emergency tug that freed it.

Hundreds of people lined the shores to watch the dramatic scenes unfold as the grounded **HMS Astute** was pulled from a shingle bank close to the Skye Bridge on Friday October 22<sup>nd</sup> evening. The £1 billion vessel, the Royal Navy's newest sub, was on sea trials from its base at Faslane when its rudder became stuck in shallow waters at about 8am. The nation's press also descended on Kyle of Lochalsh as reporters and photographers captured shots of the stranded sub.

But now a Highland councillor has warned how the situation highlighted the importance of the Minch emergency tug cover provided from Stornoway. The Maritime and Coastguard Agency tug from Stornoway was called in to help free the nuclear submarine from the seabed. Councillor John Laing, chairman of Highland Council's TEC services, said: "How ironic it is that only two days after the government announced the end of funding for emergency tugs in the Highlands and Islands that the Stornoway tug is required to rescue the Royal Navy's newest and largest attack submarine.

"We have fought long and hard to have a tug service protect our shores and this incident brings into sharp focus the need for the tug at Stornoway. This is exactly the kind of incident that the tug is required for.

"It is unthinkable that the Government should be considering its withdrawal. This is a very timely reminder of the hugely important role these tugs play. To lose the tug service could be disastrous. "I am in talks with my counterparts from the island councils to mount a joint campaign to persuade the government to think again about this spending cutback." **HMS Astute** returned to the Clyde on Monday. The sub, weighing 7,800 tonnes, has a nuclear reactor which means it will not need refuelling in its entire 25-year life. It makes its own air and water, enabling it to circumnavigate the globe without surfacing. The Ministry of Defence has launched an investigation into how the vessel ended up in the clearly marked shallow areas of water. **Source : Highland News**



## Massive cruise liner sets sail from Finnish yard

Finnish shipbuilders say the sister ship of the world's largest cruise liner has set sail for Florida and was expected to arrive in Miami in a few weeks. The STX Finland shipyard says The **Allure of the Seas** sailed out on Friday morning. Royal Caribbean Cruise Lines took delivery of the vessel a day earlier at the Turku yard in southwestern Finland.



Photo : Manual Declerck ©

The vessel is the sister ship of the **Oasis of the Seas** which shipbuilders said is the world's largest cruise liner with 16 passenger decks and 2,700 cabins that can accommodate 6,300 passengers and 3,000 crew. It was delivered to Royal Caribbean a year ago by the Turku yard. Source : miamiherald

**ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?  
PLEASE VISIT THE WEBSITE :  
[WWW.MAASMONDMARITIME.COM](http://WWW.MAASMONDMARITIME.COM)  
AND REGISTER FOR FREE !**



The **ALPHONSE LETZER** seen towing the **SAINTY No 8** alongside Heerema's **BALDER**, the trail tug is the **PRESIDENT HUBERT**

Photo : Fedde Visser – Balder ©

## Close shave for Krasnodar tanker and French fishing boat, no damages

The Liberia-flagged tanker **Krasnodar** (owned by JSC Novoship, Sovcomflot Group) and the French fishing vessel have narrowly escaped a collision. According to the Group's press service, on October 28, 2010, while en route via the English Channel to the west, the **Kransodar** tanker and the **Cap Frehel** boat appeared to be in a dangerous proximity. The Krasnodar is bound for the Black Sea in ballast for loading.

According to Igor Kostenko, the tanker Captain, there was no contact with the fishing vessel. As follows from the reports of watch assistant and watchman, the fishing vessel turned its navigation lights on only when she had been in immediate proximity with the tanker. All of the **Kransodar** crew members are safe, the vessel has no damages. At the moment, the tanker is en route to the port of loading. According to information from Jobourg Traffic, duty operator of vessels traffic control, the fishing vessel **Cap Frehel** has called at the French port with no damages as well. The 115,600dwt tanker **Krasnodar** was built in Korea in 2003. Flag - Liberia. The crew on board - 29 people, all of them are Russia nationals. **Source : PortNews**



Spotted at the Westerscheldt River the inbound **MSC EMMANUELA** and the departing **ATLANTIC COMPASS**  
**Photo : Henk de Winde ©**



Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore  
PLEASE SEND ALL PHOTOS / ARTICLES TO :

**[newsclippings@gmail.com](mailto:newsclippings@gmail.com)**

If you don't like to receive this bulletin anymore :  
To unsubscribe click [here](#) (English version) or visit the subscription page on our website.  
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

## NAVY NEWS



The original for BRUNEI built corvettes seen laid up at Barrow for many years, The Sultan of Brunei was selling the three corvette warships built by BAE Systems for £600 million after falling out with the British defence company, The corvettes saga is also embarrassing for BAE, as Brunei's decision to sell without taking delivery of the ships is a clear indication of how disappointed the sultanate is with the vessels.

When BAE finished building the ships in 2004, the Government of Brunei refused to accept them, claiming that they were not up to specification. BAE took Brunei to arbitration and three years later the matter was settled. , It is understood that the arbitrator found in favour of BAE and the remaining value of the contract was paid. Brunei ordered the F2000 warships in 1998 as part of a modernisation of its naval fleet. **Photo : Alex Davies ©**

## Bulgaria lifts women in submarines ban, but too late

Bulgaria's defence ministry on Thursday lifted a ban on women serving aboard submarines just as parliament decided to mothball the country's only submarine. "There is no such ban anymore," Defence Minister Anyu Angelov told journalists, adding that women would be free to apply for jobs on submarines and in the national guard -- which was also banned previously -- as early as next month.

In effect, however, women wishing to serve on submarines will have no such opportunity, as parliament on Thursday also passed a plan to reform the armed forces that involved mothballing the nation's lone sub.

The restrictions on women serving in submarines or in the national guard -- imposed in 2005 -- came under fire in August, when two female military academy students sued the defence ministry for discrimination, after they were not allowed to apply to the national guards' unit. "There will be female national guards soon," Angelov promised. On the possibility of female generals, however, he remained vague, only saying: "Every soldier has to walk a certain road before they can obtain a higher rank." Around 14 percent of Bulgaria's 44,100-strong armed forces are women, according to Angelov. **Source : AFP / Google**

## **SHIPYARD NEWS**



## **Shipyards in China still dominating newbuilding market**

Chinese shipyards continue to dominate the newbuilding market - and with a now significant pricing spread having been established between Korea and China - this dynamic looks unlikely to waver for the remainder of this year said a Clarksons report this week. "This is not to say that Korea has become dormant by any means - and we are now seeing the Korean yards pushing the box ship story quite aggressively, with consistent reports of both fresh enquiry and new business being concluded. With the broader model of the containership sector now evolving against the collapse of the KG's - we may well see some further orders placed on a more speculative basis before the year end, with owners that had traditionally veered away from box ships now becoming increasingly interested against strong potential for further trade growth and increased demand" said the report. Meanwhile, as far as the more conventional Dry and to some extent Wet sectors - Korean appetite seems to have largely been absorbed. With yards now having the cushion of strong forward orderbooks, they are now less keen to extend their exposure to Dry and with tanker sentiment weakening against a tight trading environment, we do not envisage the Korean yards continuing to push the market quite so aggressively going forward - and are more likely to watch the market evolve as opposed to chasing it quite as aggressively as they had done in the first part of the year. In terms of reported business: In Dry, Daiichi Chuo Kisen are reported to have ordered 6 option 3 x 36,000dwt Handysize vessels at Hyundai Mipo delivering through 2012 and 2013. Bao-Island Enterprises have ordered 1 option 1 x 180,000dwt Capesize vessels at Qingdao Beihai for delivery in 2012. Rio Tinto have also signed at Oshima Shipbuilding for a pair of 73,000dwt caustic soda carriers for delivery in 2012 & 2013. In Wet, it has been reported that Sovcomflot have ordered 6 option 6 x 120,000dwt Aframax Tankers with DSME that will be built between DSME and Zvezda Shipyard in Russia within 2014.

According to a recent story from Clarksons, although for seven months between November 2008 and May 2009 the market was dead, with only 233,000 dwt ordered in May 2009, the market is now filled with orders. Since June 2009, ordering activity has picked up and since then, while analysts argued about cancellations, investors were busy ordering another 107m dwt of tankers and bulkers. With a bulker orderbook of 277 million dwt (54% of the fleet), orders for another 74 million dwt takes some explaining. Tankers, with a 127 million dwt orderbook (28% of fleet) and orders for 34 million dwt, are a bit easier to understand. According to the author, Dr. Martin Stopford, "viewed from the



investor's perspective, this is just business. Shipowners are paid to take risks and counter-cyclical ordering is a bit like backing an outsider in a horse race. The rationale for bulkers probably goes something like this. The ships ordered today are much cheaper than they were 2½ years ago - for example a Supramax cost \$48m in December 2007, but today a similar ship can be ordered in China for \$28.5m. That's a 40% discount. If things don't work out, it's still a cheap ship with a 25 year life which will span many market cycles. So it might work. After all, despite heavy deliveries, today's bulker market is holding up ok. China consistently surprises and still has a long way to go. Even if the steel industry falters, coal is waiting in the wings along with all the minor bulks that this gargantuan economy gobbles up. Anyway, delivery is not until 2012 when the cycle might be on its way up again. So why not take a chance while the yards are hungry? This logic is fine, but only works if just a few punters back the outsider. But the shipyards have a lot of hungry berths to feed and they can be persuasive. As the deliveries accumulate, any recovery is pushed further into the future. In short, what works for a few shipowners can defeat many" said Dr. Stopford.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

## Delivery of Floatel's second unit



Keppel FELS Limited recently delivered Floatel International's second semisubmersible accommodation rig, '**Floatel Reliance**', 63 days early, within budget and without any lost-time incidents.

Designed by Keppel O&M's Deepwater Technology Group, the 99m long, 36m wide **KFELS SSAUTM 3600** accommodation semisubmersible was developed to meet growing demand for safe and greater-capacity living quarters. Keppel FELS previously delivered the first unit of this design, **Safe Concordia**, in 2005.

The six-column **Floatel Reliance** provides accommodation for 500 persons complete with full recreational facilities, workshop

and warehouse facilities for construction support, 120 tonne heavy lift crane, a 1,300m<sup>2</sup> main deck work-area and a payload of 1,500 tonnes. Powered by four generator sets of 11 kV, 3.9 MW each, the newbuilding is cost-effective and capable of operating alongside fixed platforms, with a complement of a fully redundant DP2 system and fire fighting capabilities.

Floating accommodation platforms provide additional living quarters for drilling and production personnel deployed for work in deepwater locations. Such support is needed during hook-up and commissioning in the development phase, for maintenance and upgrading during the production phase, as well as for decommissioning. Peter Jacobsson, CEO of Floatel International said, "Securing a long-term contract for Floatel Reliance even before completion is a strong sign of the market's assurance in the superiority of the new-generation KFELS SSAUTM 3600 design. Despite the stringent schedule, the Floatel and Keppel teams have worked safely together to complete the rig. We recognise the value in partnering a world leader like Keppel FELS, which we have leveraged successfully to become the premier contractor for new-generation and safe semisubmersible accommodation units."

Sister rig, **Floatel Superior**, of the DSSTM 20NS design, was delivered by Keppel FELS in March this year 43 days early. Having completed a three-month charter for ConocoPhillips Australia, it has recently arrived in Norway and is being prepared for the charter with Talisman Energy Norge AS at the YME field this winter, followed by work for Statoil Petroleum AS. **Floatel Reliance** is contracted to Petrobras for five years, with operations expected to commence early 2011. The rig will be wet-towed from Singapore to Rio de Janeiro on a voyage expected to last up to 65 days.

Source : The Motorship

## China's shipbuilder Yangfan wins Turkish order

China's privately-owned shipbuilder Yangfan Group won an order for four 57,000-dwt bulkers from Turkey's Ulusoy Denizyollari. Delivery is set for the second and third quarters of 2011, but newbuilding price is yet to be revealed. It is the second time the shipyard wins 57,000-dwt bulker order after signing its first such order from compatriot owner in July last year. Yangfan is diversifying its product portfolio ranging from small containerships, car carriers to 92,500-dwt, 57,000-dwt and 80,000-dwt bulkers. **Source:** [seatradeasia](#)

## **Admiralty Shipyard eyes buying Sevmash property**

Stockholders of the Admiralty Shipyards (St. Petersburg) will gather at a general meeting on Nov. 17, 2010 to consider the issue of determining the acceptable price of property to be acquired from JSC Sevmash (Severodvinsk), as well as to approve the transaction, the shipbuilder's press release said. The deal details were not disclosed. Admiralty Shipyard JSC was founded in 1704. The company specializes in submarine building. To date, there has been more than 300 submarines (including 41 nuclear-powered ones), 68 deep and underwater vehicles built at the shipyard. JSC Admiralty Shipyard is part of Western Center of Shipbuilding of the United Shipbuilding Corporation.

Shipyard Sevmash was established in 1936. Since 1939, Sevmash has built 45 surface ships, 163 submarines, of which 128 - with nuclear power plant. Since 1990, the company has built more than 100 civilian vessels of various types and purposes (tugs, mini-bulkers, pontoons, barges, fish farms) for international customers. The shipbuilder is focused largely on implementing projects of development of oil and gas deposits on the Arctic shelf. **Source :** [PortNews](#)



The new pilot tender **ORION** seen at the Shipyard De Haas in Maassluis for propulsion (coupling) repairs

**Photo :** [Jan Steehouwer](#) ©

## **Hyundai Heavy Industries Q3 profit up 62%**



Hyundai Heavy Industries Co., the world's largest shipbuilder, boosted third-quarter profit by a more-than-estimated 62 percent as it built more offshore platforms and power plants. Net income climbed to 863.4 billion won (\$768 million) from 533.8 billion won a year earlier, the Ulsan, South Korea-based company said in a regulatory filing. The company aims to win \$17.7 billion worth of contracts for vessels, plant construction and other items this year, compared with \$10.7 billion in 2009. Of that total, orders for ships may reach \$4.03 billion this year, from \$444 million in 2009, the company forecast in December. **Source: [seatradeasia-online.com](http://seatradeasia-online.com)**

## **HEEREMA'S H-591 SET AFFLOAT IN KOREA**



"Friday Oct. 29th Heerema's brand new Launch barge **H-591** (180m x 46m x 11.7m) was set afloat at the DSME yard in Okpo South Korea. The barge has a launching capacity for 25.000mT jackets and it's first project is launching the ~23.000mT North Rankin B project's jacket, offshore Australia." **Photo : [Bram van Koert](#) ©**


## **Greatship orders two PSVs from Sri Lankan yard**

Sri Lankan shipbuilder Colombo Dockyard has secure contracts for two 78m multipurpose platform supply vessels (MPSVs) for Greatship Global Offshore Services of Singapore. The vessels are scheduled for delivery in the fourth quarter of the 2012 financial year and the first quarter of 2013. The yard, a unit of Japan's Onomichi Dockyard Company, did not disclose the price of the 3,600 dwt vessels.

Greatship Global Offshore Services is a Singapore incorporated subsidiary of Greatship (India), which is a subsidiary of The Great Eastern Shipping Company. Colombo Dockyard has already built two MPSVs to similar design and worked in collaborative consultation with the owners and Designer Seatech Solutions International of Singapore on the new vessels.

The new MPSVs have been designed to perform oil recovery functions as well as operating as light construction support vessels. Colombo Dockyard also said the new vessels would be among the "greenest, eco-friendly vessels" ever to be built in the yard and will be fully equipped with a ballast water management plan, be capable of treating water before discharge to the sea and have 'eco-friendly' refrigerant. **Source : [The Motorship](#)**


## ROUTE, PORTS & SERVICES



# Seamanship

## Whatever the ship. Wherever delivered.

The world's ship delivery pioneer, Redwise, provides a top quality take-over, sailover, hand-over service for every type of vessel, wherever you need it delivered.



[www.redwise.com](http://www.redwise.com) [info@redwise.nl](mailto:info@redwise.nl)

## Faststream finds strong demand for ship operators and freight traders

Global shipping industry recruiter Faststream reports that demand for ship operators and freight traders remains strong in Europe and Asia in its annual Maritime Employment Review for the commercial shipping market. Faststream Recruitment Group CEO Mark Charman says : "The shipping markets continue to offer good opportunities for talented individuals and we believe that as long as there are no market shocks, the post-Christmas and post-bonus period should be a busy one for freight traders, shipbrokers and chartering managers looking for new challenges." The review looks at the growth of commercial shipping activity in Singapore and how this activity is translating into more and more jobs. The report finds that mid level chartering managers in Singapore are commanding average salaries of GBP 72,650 (\$149,500) vs GBP 59,120 (\$121,610) in Europe. Mid level ship operators are being hired on average for GBP 59,900 (\$117,125) in Singapore vs GBP 49,500 (\$121,610) in Europe.

As part of the review, Faststream also surveyed shipbrokers, chartering managers and freight traders and found that nearly half felt that London would continue to be the world's leading chartering centre in the next ten years and sustain the number of shipbroking positions it currently does. The survey also found that Singapore was the most popular location to move to if the right job opportunity arose, with 60% of the 85 respondents saying that they would consider moving there. This was closely followed by London (52%), Geneva (50%) and New York (45%). Only 28% of respondents said that they would consider moving to Shanghai. Faststream is an international recruiter which specialises in the shipping, marine and offshore industries. Headquartered in Southampton (UK), the company has offices in Singapore and Fort Lauderdale. The company was founded in 1999 and has enjoyed rapid year on year growth. **Source: Faststream**

## Strong start for Lyttelton Port

Christchurch's Lyttelton Port has made a strong start to the new financial year and is running ahead of a forecast for annual earnings of least \$10 million in the first quarter. The port reported a normalised profit of \$9.8 million in the year to June 30 and said almost 60 per cent of its net profit after tax was in the second half of that year.

Chairman Rodger Fisher told the annual meeting yesterday the port had made a very strong start to the year with both revenues and net profit after tax for the first quarter significantly ahead of the comparable period last year.

He said it was difficult to forecast a full-year result because of the Christchurch earthquake. The impact of the 7.1 quake and the level of the company's insurance claim was likely to be significant. "We can, however, assure you that we have insurance cover, including material damage and loss of profit insurance, which will ensure that we do not suffer undue financial loss from this event," Fisher said. But because of accounting requirements and the timing of



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 303

insurance proceeds and the related expenditure, the impact on the profit was extremely difficult to forecast, Fisher said. There might be significant positive and negative impacts on the year-end financial statements in accounting terms because of the earthquake.



The bulk carrier **Molat** arriving in Lyttelton to load logs for China. - **Photo : Alan Calvert ©**

However, he said the underlying trading result at this early stage of the year was a forecast for the full financial year of at least \$10 million. And he said they were ahead of the first quarter this year. Fisher noted that Lyttelton Port had been identified in a report by the Shippers' Council as a logical port to handle larger container ships.

"I would comment that this is the first report to recommend Lyttelton Port as the logical major port in the South Island." The port would take the report into consideration when reviewing its short and long-term asset management and development plans as a result of the earthquake. The meeting re-elected Fisher as a director and elected Lindsay Crossen as a director and authorised a \$25,000 increase in directors' fees. Fisher thanked Barney Sundstrum, who retired from the board at the meeting, for his nine years of service. **Source : NZHerald**



Seen in the Port of Freemantle at the Victoria Quay the **PB Karepo** moored at E berth, as seen from the **TSHD GATEWAY**

**Photo : Jan Gossen Roos ©**

## Essar Shipping to complete demerger in 3-4 months

Essar Shipping Ports & Logistics expects to complete demerger of shipping, logistics and oilfields businesses from its ports business in three-four months, a top official said on Thursday. Post the demerger, which will simplify Essar Shipping's business structure and unlock value, the company will be renamed Essar Ports. The new entity will be called Essar Shipping which will be listed on the stock exchanges, said Rajiv Agarwal, managing director and chief executive.

"The whole process will take up to February-March of 2011. By March next year the entire exercise of demerger as well as listing will be completed."

Essar Shipping, India's second largest private sector port operator, has also lined up ambitious expansion plans to ramp up capacity of its ports, shipping and oilfields businesses in coming years. It will pump in Rs 87.89 billion in its ports business to increase capacity by FY13 to 158 million tonnes from 76 million tonnes now.

The company also plans to invest \$600 million to acquire 12 new vessels and \$500 million to expand its oilfields business in the same period, by acquiring jack-up rigs. Essar's oilfield division provides contract drilling and related services to oil and gas companies worldwide, operating both offshore and onshore and currently owns a fleet of 13 rigs.

Earlier in the day, Essar Shipping reported a surge in consolidated July-Sept net profit to Rs 110 million from 22.7 million rupees, led by a 53 per cent growth in its ports revenue to Rs 1.79 billion.

Ports throughput during the quarter stood at 9.55 million tonnes, up by 4.6 per cent from 9.13 million tonnes a year ago. Essar Shipping's total operating income rose to Rs 7.79 billion from Rs 6.71 billion. Its overall current debt stands at about Rs 84.8 billion. The company expects EBITDA margins for its shipping business at about 35 per cent for next two quarters. Margins for its ports business should be around 75-77 per cent, Agarwal said, roughly in line with the second-quarter level. But freight rates will continue to be under pressure for next 6-12 months in both tanker and dry bulk segments, officials said in the call.

"There will be pressure on freight rates going forward in the next 6-12 months because there is a substantial amount of deliveries due. Whatever deliveries were delayed in 2009 is getting pushed into the market place," Agarwal said. Essar Shipping shares closed up 0.54 per cent at Rs 110.85 in a weak Mumbai market.

## China COSCO swings to black Q3 on shipping rebound

China COSCO Holdings, Asia's largest shipping firm, reversed year ago losses to post a quarterly profit, as global trade regained momentum and the firm lifted container shipping rates. Container shipping has entered its low season in the fourth quarter but analysts forecast seasonal coal and grain trade should help to keep China COSCO steaming ahead.

As operator of the world's largest bulk shipping fleet and No.5 container shipping firm, China COSCO shrugged off its worst losses in 2009, when the global shipping industry suffered a heavy blow from the global financial crisis. China COSCO's container shipping revenue rose 85 percent to 11.55 billion yuan (\$1.73 billion) in the third quarter on higher volume and freight rates. But bulk cargo shipping volume was down 6 percent during the reported period. The company reported a third-quarter net profit of 2.11 billion yuan, versus a restated loss of 710.42 million yuan in the same quarter in 2009, when the shipping industry suffered during the global financial crisis. The result lagged a forecast for a profit of 2.27 billion yuan, according to the average of three analysts polled by Reuters. A recovery in global trade also lifted profits in the company's ports and container leasing arm COSCO Pacific. Container ship operators raised freight rates during the reporting period despite a supply glut as they successfully managed capacity



by slow steaming, scrapping and cancellation. Singaporean peer Neptune Orient Lines reported forecast beating quarterly results earlier this month. **Source: [uk.reuters.com](http://uk.reuters.com)**



Above seen CMA CGM's new "Explorer" type container ship **CMA CGM Magellan** arriving at Southampton for the first time 28th October from the Far East via Marsaxlokk, Malta on CMA CGM's FAL1 service. She is due to sail from Southampton today (30th October) for Hamburg, subsequently calling at Rotterdam, Zeebrugge and Le Havre.

**Photo : Chris Brooks [www.ShipFoto.co.uk](http://www.ShipFoto.co.uk)**

## T.O.S. delivers ISANDLWANA for IHC Merwede



**Transport & Offshore Services -T.O.S.-** is proud to deliver the trailing suction hopper dredger **ISANDLWANA** for IHC Merwede. The dredger (TSHD) has been built for Transnet National Ports Authority (TNPA), based in South Africa. The delivery of the **ISANDLWANA** is turnkey with a complete T.O.S. crew and under T.O.S. management. This week T.O.S. will sail the dredger from Kinderdijk (The Netherlands) to her home port in Durban, South Africa. Employees of both IHC Merwede and TNPA will be on board of the ship during the delivery.

*T.O.S. has become a world known specialist in this line of work: delivering all type of ships worldwide. Maritime services including crewing solutions for shipping, offshore, inland shipping and dredging is the core business of T.O.S. Visit [www.tos.nl](http://www.tos.nl) for more information about their services.*

## Grain carriers leave Odessa Port due to customs red tape

Crain carriers anchored at the port of Odessa have to leave the harbor because of problems with the customs administration, the newspaper of SE Odessa Commercial Sea Port reports. According to the report, in three recent months grain traders and the ports have been in limbo. At first, the Cabinet of Ministers allowed the grain export, but the country's Customs Service created an obstacle, sending grain samples for analysis to labs in Kiev. Then unofficially an exports quota was announced at 12 million tons. However, the Customs Service, despite all the assurances, kept on creating intolerable conditions for exporters.

As a result some ships laden with grain had been trapped in the ports. As of Oct. 22, the dry cargo ship KAYA PIONEER, loaded at the grain terminal Olimpex Coupe at the end of August, has ridden at anchor at the port of Odessa for nearly two months. On October 18, another vessel, the MACIEJ RATAJ with 26.1 tons of maize on board also stuck in the roads. The reason is the same - problems with customs clearance. Manufacturers, grain traders, contractors of foreign customers and ports have incurred huge losses, the OCSP's newspaper said.

State-run Odessa Commercial Sea Port is one of the largest ports in the Black Sea-Azov basin. Last year's throughput of OCSP fell 19% year-over-year, to 28.007 million tons. **Source : PortNews**

## **Singapore bunker volumes forecast to hit 40 million tonnes in 2010**

Singapore's full-year bunker volumes are expected by the Maritime and Port Authority of Singapore (MPA) to hit a fresh high of about 40 million tonnes this year, said Raymond Lim, Minister for Transport and Second Minister for Foreign Affairs, at the 16th Singapore International Bunkering Conference and Exhibition (Sibcon), yesterday. 'From January to September this year, sales grew a further 12 per cent. (MPA) expects full-year volumes to reach about 40 million tonnes this year,' said Mr Lim. 'Our record bunker sales would not have been possible without a strong partnership between government and industry.' Since January, the MPA has issued five new bunkering licences to bunker suppliers - Brightoil, Universal, Southern Petrochemical, Vermont-UM and Noble Resources.



Left : The **STAR QUEST** seen operating in the port of Singapore – **Photo : Piet Sinke ©**

Left : The **STAR QUEST** seen operating in the port of Singapore – **Photo : Piet Sinke ©**

Already the world's busiest bunkering port, Singapore saw its bunker sales hit a high of 36.4 million tonnes last year. Its bunker volume of 3.56 million tonnes in July this year was Singapore's fifth consecutive all-time high. In addition, the days of the dipstick and human error in bunker fuel transfers are numbered. In a

bid to improve the measurement of bunker deliveries, the MPA will allocate \$1 million from its Maritime Innovation & Technology Fund for research into mass flow metering, the minister announced yesterday. A mass flow meter is a system that measures the mass of bunker fuel directly - a more consistent and accurate approach than measuring its volume. If successfully implemented, the transfer of bunker fuel from supplier to buyer at bunkering ports stands to be less contentious across the industry. The findings from industry trials on the mass flow meter that was conducted by a group made up of MPA, Spring Singapore and key industry players will be shared today during the conference. A national standard on the application of mass flow metering will eventually be issued, based on these findings. Already, Maersk - which started installing mass flow meters on 50 of its vessels last year - is a fan. 'This is a project we are really excited about. We were looking for this kind of method to measure bunker directly in mass, rather than having to transfer volumetric measurements in the heat of the battle,' said Jesper Rosenkrans Ødum, Maersk Oil Trading's



business development manager. Complementing its efforts to increase efficiency, the MPA has developed an interactive multimedia guide for bunkering which was launched by Mr Lim yesterday. The guide will be a training and educational tool for officers involved in bunker delivery here. Another guide was jointly launched by the Baltic and International Maritime Council (Bimco) and the International Bunker Industry Association yesterday, providing general information and guidance in the regulatory bunker industry. On the sustainability front, liquefied natural gas (LNG) could soon be a candidate for short sea hauls. The MPA and DNV Technology Centre will soon jointly start a project to assess the commercial viability of LNG. 'Results from this study will help us evaluate the longer-term potential development of LNG bunkering services in Singapore,' said Mr Lim. [Source:business-times.com.sg](http://www.business-times.com.sg)

## **Safmarine takes one of 6 multi-purpose ships from China yards**

SAFMARINE has taken its first of six new 1,053-TEU capacity multi-purpose vessels to be delivered from now till 2013 - two from Jiangsu Sugang Shipbuilding and four from Wuhu Shipyard.

"Safmarine's investment in this new tonnage is a clear indication of our long-term commitment to the breakbulk trade to West Africa," said Safmarine's multi-purpose vessel chief Grant Daly.

Antwerp-based Safmarine currently offers six regular multi-purpose services linking West Africa with Europe, Asia, North America and South Africa. Direct calls are made at more than 60 ports on Safmarine's multi-purpose vessel services, which accommodate the full range of cargo, including containers, breakbulk (principally cocoa and coffee, "neo-bulk" (timber, steel), project modules and oil and gas-related cargo. [Source : Schednet](http://www.schednet.com)

## **APL debuts another intra-Asia service**

APL, the world's fifth-largest container shipping line, today announced a new service linking China, Indonesia, Malaysia, Singapore and Thailand. Called the China Indonesia Straits Service, the weekly routing will densify APL's Intra-Asia network.

"We're addressing the ever-increasing requirement for direct-call service to key Asian growth markets," said Jason Wong, Vice President of APL's Intra-Asia Trade.

APL said it will operate the service with four 3,000 teu container ships. The service debuts 14 November from Shanghai with the sailing of the APL Sydney.

The China Indonesia Straits Service is the third new dedicated Intra-Asia service introduced by APL since 2009. It will be among the industry's fastest from China into Jakarta and Surabaya. The port rotation includes Shanghai (Waigaoqiao), Ningbo, Xiamen, Chiwan, Singapore, Jakarta, Surabaya, Jakarta, Port Klang (Westport)

[Source : Seatrade Asia](http://www.seatradeasia.com)

## **NYK takes delivery of new bulk carrier**

On October 26, [Bao Fu](http://www.bao-fu.com), a new 250,000 DWT class ore carrier built by Namura Shipbuilding Co. Ltd. was delivered to NYK.

This is the first building of a 250,000 DWT class ore carrier, referred to as a WOZMAX\* ore carrier, which is built to carry the maximum loading capacity allowed at ports in Western Australia, an area that has design limitations on the load draft of ships transporting ore. To respond to the recent increasing demand for ore transportation, NYK conducted field research in cooperation with Namura Shipbuilding to develop this new vessel size.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 303

At the naming and delivery ceremony, Li Hui, general manager of raw materials purchasing center, logistics operation department at Baoshan Iron & Steel Co.,Ltd (Baosteel), and NYK corporate officer Kazuo Ogasawara joined a number of others in attendance to celebrate the maiden voyage of the vessel. The vessel will be chartered exclusively to Baosteel over 20 years to transport 2.5 million tons of iron ore annually from Western Australia to China. This is the fifth of five contracts that NYK currently has with Baosteel.

NYK continues its efforts to provide stable transportation of natural resources. The ship dimensions: LOA: 330 meters, breadth: 57 meters, designed draft: 18 meters, gross tonnage: 132,537 tons, deadweight tonnage: 250,877 tons.

Tokyo-based Nippon Yusen Kabushiki Kaisha (NYK LINE) was founded in 1885. The Group specializes in global logistics based on international marine transportation business, cruises, terminal and harbor transport, shipping-related services, real estate, etc. The Company's staff is 1,643 employees. **Source: nyk.com**

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



Above seen the lifting of the rotortug **DORUM** from the **Cena Faith** in Rotterdam-Waalhaven October 28<sup>th</sup>, both tugs will be towed towards Bremerhaven (Germany), in the background the "bright Orange" painted crane vessel **SAMSON** can be seen

**Photo : Rob & Frits van der Hoek – Lekko ©**



The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information

## **UNSUBSCRIBE / UITSCHRIJF PROCEDURE**

To unsubscribe click [here](#) (English version) or visit the subscription page on our website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

Om uit te schrijven klik [hier](#) (Nederlands) of bezoek de inschrijvingspagina op onze website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL>