

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 320



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Belgium  
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**The 85 mtr long 33 cabins (max 66 passengers) passengerliners MEGASTAR ARIES and MEGASTAR TAURUS seen moored in Malaysian waters.**

**Photo : Piet Sinke (c)**

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## EVENTS, INCIDENTS & OPERATIONS



Above seen the **FINNHAWK** in WSW 8/9 passing Steenbank pilot station enroute Amsterdam.

Photo : Rob Oostdijk (c)

## Dublin Port Tugs Making Magic 'Rainbow' Happen Featured

The ongoing broadcasting of the National Lottery TV advert-campaign '**Making Magic Happen**' depicts an impressive 'man-made rainbow' display on the River Liffey, which was created by a pair of new tugs, a helicopter and the rising sun, writes Jehan Ashmore. During a mid-summer morning, onlookers witnessed the spectacle created as the Dublin Port Company's new tug-sisters, **Shackleton** and **Beaufort** arrived close to the Sean O'Casey Bridge and the Convention Centre. In tandem the tugs fired 2,200 gallons of water reaching to heights of 70 metres and a throw of 95 metres. In fact the highest 'water fountain' reached some 10 metres above the equivalent height of nearby Liberty

Hall. The spectacular effect of the life-size rainbow had never been achieved before in Ireland. Steve Green, the director of the advertisement used a 35mm film, with footage from HD cameras, including one mounted on the helicopter which hovered over the 'new' landmarks of the 'Docklands'.

The imaginative advertisement was created by Sweet Media, the production company chosen to produce the campaign, under the direction of the National Lottery's advertising agency, DDFH&B. The soundtrack for 'Making Magic Happen' is the appropriately titled 'Pocketful of Rainbows', sung by Elvis Presley. The version used is Take 16 from the 1960 recording sessions for the 'G.I. Blues' soundtrack.

As for the stars of the advert, the tugs are named after Irish figures, **Shackleton**, named in honour of Antarctic explorer Sir Ernest Henry Shackleton and **Beaufort**, named after Navan-born, Sir Francis Beaufort, who created the world-renowned wind-scale measurement.

The 50-bollard ton tugs cost €6m each and were built at the Astilleros Zamakona Shipyard, Bilbao. In March the tugs officially entered service after a joint naming ceremony was held in Dublin Port. **Source : afloat.ie**



Heerema's **LUCALA** seen on the Heerema Marine Supply Base anchorage Porto Amboim Angola doing mooring inspection from the moored barges. **Photo : Capt. Leander van den Berg (c)**

## **Frontline, World's Biggest Supertanker Operator, Sees 'Huge' China Imports**

Frontline Ltd., the world's biggest supertanker operator, said it's seeing "huge" demand for crude-oil imports from China, potentially reversing a slump that contributed to mostly unprofitable charter rates since June. China, the world's biggest energy user, cut net oil imports to the lowest level in 18 months last month, according to customs data released Nov. 10. Chinese oil companies made 44 percent more tanker bookings in October, for deliveries this month, data from Clarkson Research Services Ltd. show. There is "huge import demand from China," Jens Martin Jensen, Singapore-based chief executive officer of Frontline's management unit, said today. Imports may be increasing because of winter demand and efforts to expand stockpiles, he said in an e-mailed response to questions. Spot rates for supertankers, each bigger than the Chrysler Building, slumped 54 percent this year as the supply of new vessels increased faster than demand for oil. Owners responded by cutting ship speeds and anchoring vessels to constrict supply and Jensen in July said the Hamilton, Bermuda-based company was turning down business rather than operate at unprofitable rates. Futures markets are already anticipating a rebound. Forward freight agreements for December,

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traded by brokers and used to speculate or hedge, jumped 14 percent to the equivalent of \$27,089 a day yesterday, according to data from Imarex ASA. While that's 46 percent more than the current spot rate of \$18,601, it's still 12 percent below the \$30,900 Frontline says it needs to break even.

### Chinese Refineries

Chinese oil refineries processed a record 8.8 million barrels a day last month, according to China Mainland Marketing Research Co., which compiles data for the National Bureau of Statistics. The nation will account for more than a third of global oil demand growth next year, according to the Paris-based International Energy Agency. "Refineries are expected to ramp up capacity further for the two remaining months" of the year, Martin Sommersteth Jaer and Erik Nikolai Stavseth, Oslo-based analysts at Arctic Securities ASA, said in a report today. "This should increase crude flows to China."

The global oil-tanker fleet will expand by 86.5 million deadweight tons in the next two years, equal to about 27 percent of existing capacity, Morgan Stanley said in a report Oct. 14. The extra ships would exceed the previous record of 79.8 million deadweight tons set in 1974 and 1975, according to Clarkson Plc, the world's largest shipbroker. Shipowners ordered the vessels before rates plunged from \$177,036 in July 2008. Shipping lines responded to the slump in rental rates by cutting average supertanker speeds by about 9 percent since March, ship-tracking data compiled by Bloomberg show. An average of 124 supertankers were anchored last month, compared with 98 in December, the data show. **Source: Alaric Nightingale, Bloomberg**

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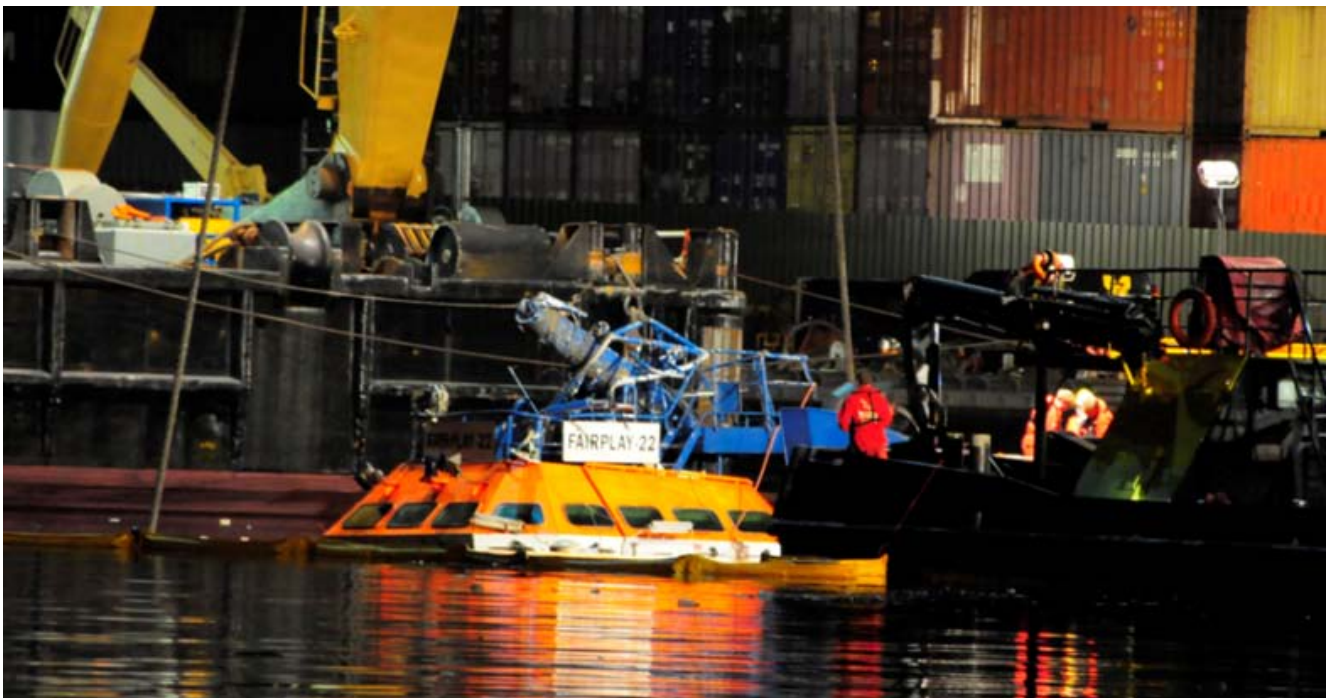
The RNLI lifeboat **MOONBEAM** at Montrose (Scotland)

Photo : Jim Prentice – <http://Caledoniantransportphotos.blogspot.com>

## Shipping in Europe facing threat from sulphur restrictions

A high-level summit on the impact of new sulphur regulations on European shipping will be held in London on November 19. Entitled 'The Marpol Effect: Sulphur Emissions, Annex VI and the Supply Chain', participants will include officials from the European Community and the International Maritime Organisation (IMO), as well as leaders of the shipping, fuel and logistics sectors. It will be held at the London headquarters of the global law firm Norton Rose LLP on November 19, 2010. The conference will focus on the impact of the MARPOL Annex VI regulations, which limit sulphur emissions from ships in the Emissions Control Areas in the North Sea, including the Channel, and the Baltic Sea. The regulations are expected to drive up fuel prices for ships, with knock-on effects for freight costs and consumer prices. They are also likely also to produce a shift away from shipping to less environmentally friendly forms of transport.

"Cleaning up shipping is everyone's priority," says Helen Davis, the conference organiser, "but there are major issues that do not appear to have been adequately considered in terms of how that can actually be achieved. Where is the refinery capacity to support a massive shift from bunker fuel to diesel? Just how much will fuel prices and shipping costs increase? What will be the impact on an already hard-pressed industry? And will the net environmental impact of the regulations be to increase pollution as freight moves from ships to road, rail and air?" Says SEAA's Secretary-General John Aitken: "Reducing Sulphur emissions from shipping is absolutely necessary, but a holistic view is required. Are we absolutely sure that public health will be improved if there is a shift from short-sea to smaller-scale forms of transport? Why are we so focused on fuel quality when cost-effective alternatives exist? "Abatement technologies for sulphur emissions from shipping are maturing, and if emissions trading in sulphur can be successfully implemented in the US with their acid rain programme, why can it not be successfully applied in Emissions Control Areas for shipping?" SEAA (Shipping Emissions Abatement and Trading), the industry association dedicated to shipping emissions abatement and trading, is convening the conference with Helen Davis Associates. Norton Rose LLP are the hosts and the Danish-based scrubber manufacturer Aalborg Industries are sponsoring the event, while Bunkerworld is the media sponsor. **Source: SEAA**



In Rotterdam-Waalhaven the salvage team managed to turn the sunken **Fairplay 22** upwards as can be seen and the pumping operations can commence to refloat the ill-fated tug. - **Photo : Ropa Photo (c)**

## Somali pirates killed boarding Kenyan navy ship

Kenyan navy officers in the Indian Ocean shot dead three suspected Somali pirates who boarded their vessel after mistaking it for a merchant ship, a military spokesman said Saturday. The Kenya Navy said the three were in the company of several others who tried to seize the patrol about 21 nautical miles off Kilifi. "Three of them [were] gunned down by naval officers while one dived into the sea with bullet wounds," said Bogita Ongeru of the defence department. He said the fourth pirate most likely died from his wounds. "Several others, whose number could not be immediately established, escaped in the speed boat that they were using," he said. **Source : The Province**



The **AZURA** arrived in Willemstad (Curacao)

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

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## Consolidation in shipping to rise in 2011

Acquisitions and joint ventures in the shipping sector are set to pick up next year as prospects improve for seaborne trade and optimism among freight players grows, a survey showed on last Thursday. The poll by law firm Norton Rose of 679 international transport companies, financiers and others also found the aviation sector was seen as experiencing the strongest recovery from global recession compared with other transport sectors. The survey, which

polled 177 participants from the shipping industry, said 60 percent were planning joint ventures and 58 percent looking at strategic acquisitions in the next 12 months.

"Last year there was a muted reaction towards any suggestion of growth or expansion," said Harry Theochari, global head of transport at Norton Rose. "Now, we're seeing a lot more appetite for joint ventures and even acquisitions. That's not to say that we'll wake up tomorrow to dozens of corporate tie-ups, but the door is certainly more open to corporate activity from shipping companies." Global turmoil in 2008 battered seaborne trade.

Norton Rose said 17 percent of respondents believed recovery in the sector was already happening, compared with 9 percent in the law firm's first transport survey last year. A further 14 percent said they expected recovery to happen in the next year. While China's demand for commodities has continued to drive freight market activity, the shipping sector has yet to recover to pre-crisis levels, compounded by the growing pace of fleet growth especially in the dry bulk, container and tanker sectors. Norton Rose said China was identified as a key area of investment by shipping companies more than by their counterparts in the rail and aviation sectors.

The survey found 68 percent of those polled from shipping expected passenger numbers and freight volumes to increase in the next year. "Shipping has seen a strong recovery over the last year, driven in large part by significant regional trends," Theochari said. "Demand from China, as well as Asia Pacific more generally, has helped inject an optimism into the market that was lacking this time last year." For the airline industry, the global economic recession led to its worst downturn in history, forcing airlines to cut capacity and lay off staff.

Of 209 aviation participants in the survey, 21 percent said recovery was already happening in the sector, 47 percent expected their routes and services to increase in the next year and 58 percent were actively considering joint ventures.

"The fact that so many are considering joint ventures in the coming year suggests an increasingly active sector and a more positive outlook," said Neil Poland, global head of aviation at Norton Rose. **Source : Malaya**



The tug **WESTSUND** departed with the barge **SB 5018** from Rotterdam – **Photo : Frans de Lijster (c)**

## **Landrieu keeps up pressure for drilling permits**

Senator Mary Landrieu D-La. is using a powerful senatorial weapon to hasten an actual end to the offshore drilling moratorium put in place after the **Deepwater Horizon** incident. On September 23 Senator Landry placed a hold on the nomination of Jacob "Jack" Lew to head the Office of Management and Budget. She did so to pressure the Obama administration to lift or modify the drilling ban, describing the move as a "last resort."

But although Salazar lifted the moratorium in October, to many in the offshore industry it doesn't feel like its over. And Senator Landrieu "has refused to budge from her stance and now is demanding more concessions from the White House," reports Government Executive.

"There is nothing new to report at this time," Landrieu spokesman Aaron Saunders told Government Executive. "The senator's hold on Mr. Lew remains in place." After Secretary Salazar said that he had lifted the moratorium, Senator Landrieu asked the administration to "accelerate the granting of permits in shallow and deep water, and provide greater certainty about the rules and regulations industry must meet."

She said she would use the congressional recess to evaluate if the "lifting of the moratorium is actually putting people back to work." "The senator has not yet drawn any conclusions," Mr. Saunders told Government Executive, saying that the senator continues to be concerned "over the issuance of shallow and deep water drilling permits." **Source :** [MarineLog](#)

## **CTOW challenges competition in maritime services worldwide**

Three well-known companies from the Low Countries have established a common venture for providing maritime services. CTOW will manage these services at dedicated maritime terminals on a worldwide scale, which includes all related port operation activities. Given the combined experience and resources of its shareholders, CTOW will significantly enhance international competition in the field of global terminal management and maritime services.

'Combined Marine Terminal Operations Worldwide' (in short CTOW) has recently been established by three shareholders who are leading names in the maritime services sector: dredging- , environmental and marine engineering group DEME, through her daughter-companies Dredging International and Baggerwerken Decloedt; marine engineering company Herbosch-Kiere; and Multiship Towage & Salvage – a division of Muller Maritime Group. All three shareholding companies are based in the Belgian-Dutch border region, and their worldwide activities originate from the maritime services deployed by all three of them on the Scheldt River, the Northsea Coast, and its adjacent ports and terminals.

In the broadest sense, CTOW provides maritime services all over the world. In particular, the new company focuses on providing marine services for dedicated terminals. The global service package of CTOW includes assistance with mooring and line handling amongst others; manoeuvring in and out of the harbor; pilotage services and towage; maintenance, repair, inspection and diving services at mooring facilities, piers, loading and discharging installations; traditional port activities such as operating bunker barges, crew and personnel transfer services; emergency at sea response, fire-fighting, general safety and security as well as oil pollution combatting services. Hence, CTOW activities go well beyond the mere provision of towage services.

Dedicated terminals are built for one specific client and, in general, they focus on one specific kind of activity. CTOW is dealing with a very particular group of clients, such as oil & gas companies that are building an LNG terminal; mining groups that are shipping ore from their own jetty or terminal; utility Companies operating from a dedicated terminal for offshore energy production; quarries wishing to export their products overseas, etc. CTOW fully complies with the highest HSE/QA standards that these clients require. The long-term partnering contracts which CTOW negotiates with these private clients typically extend over periods in the order of five to fifteen years. CTOW's shareholders typically build port facilities, access channels, and mooring facilities for those same clients, and have already established a good working relationship with them.

Today, major companies such as CTOW's clients increasingly demand one single operator, having the capacity and the experience to run a dedicated terminal and to provide all necessary marine services. They require the application of the highest safety, health- and environmental standards while performing these services at their Terminals. They prefer this approach to working with a variety of subcontractors. These clients are looking for a global service provider who, on top of the above traditional services, can take care of global marine services management; maintenance of their installations, access channels, repair and maintenance (IRM) of buoys, risers, pipelines and manifolds (PLEM); writing, implementing and auditing of processes and procedures; risk management, etc.

In every field of these activities, CTOW shareholders have acquired ample experience. They possess all necessary plant, equipment and financial backing to make their common venture a successful business undertaking. In view of its long-term vision and commitment to operate in a sustainable way, CTOW is open to local partnerships and to organizing proper training of local workforce, wherever required.



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The OHT vessel m/v **Hawk** seen departing Singapore loaded with Jack-up rig **Rowan Viking**.

Photo : Dagfinn Thorsen ©

## British ship seizes pirate vessel in Indian Ocean

A pirate ship loaded with ammunition in the Indian Ocean has been seized by a Royal Fleet Auxiliary ship, says Nato.

The **RFA Fort Victoria** was patrolling the waters between the Somali coast and the Seychelles when it was alerted to a suspicious ship nearby. Officers intercepted it and found 10 people on the deck, along with a pirate ladder to board

merchant vessels. The **Fort Victoria** is part of Nato's counter-piracy mission off the Horn of Africa, Operation Ocean Shield.

This is an international counter piracy effort which has been in place since December 2008. When questioned by Nato officials, the pirates said they had been at sea for 45 days without food or engine power. Their only source of power was a makeshift sail made from their boarding ladder. They admitted to throwing their weapons overboard as the **Fort Victoria** approached, and ammunition was also found during a search. The **Fort Victoria** crew confiscated the ship and suspicious goods from the pirates, who were later released on to the Somali coast. Captain Rob Dorey, commanding officer of the **Fort Victoria**, said: "The combined actions of all onboard have saved merchant ships from being pirated and made the area just a little safer.

"In many ways the pirates were lucky that we found them as they would not have survived indefinitely - however, most importantly, we have removed one more pirate group from the Somali Basin and destroyed their whaler so it cannot be used again." **Source : BBC**



## **NAVY NEWS**

### **U.S. Nuclear-Powered Sub Arrives in Busan**



The **USS Hawaii**, an ultramodern nuclear-powered Virginia-class attack submarine assigned to the U.S. Pacific Fleet Submarine Force, has arrived in Korea for the first time. It was unprecedentedly open to the South Korean press at the naval operating base in Busan on Saturday.

The Virginia-class subs are the newest U.S. nuclear-powered attack sub. Commissioned in 2007, it is 115 m long and 10.4 m wide, with displacement of 7,700 tons submerged. It is armed with heavy torpedoes and 12 Tomahawk cruise

missiles. A military source said this was the first time the **Hawaii** has been opened to non-U.S. journalists and appears to be a show of force aimed at China and North Korea **Source : The Chosun Ilbo**

## Navy ship named after a Western New York Marine is commissioned

Named after a fallen Western New York Marine, the **U.S.S. Jason Dunham** was commissioned last Saturday at Port Everglades, Florida. Dunham's mother christened the \$1.1 million missile destroyer last summer. A piece of Dunham's helmet is enshrined in the mast. Dunham, who was from Alleghany County, threw himself on a live grenade in Iraq to save two fellow Marines in 2004. The 22 year old received Medal of Honor in 2006 after his death. **Source :** [WHEC.com](http://WHEC.com)

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Above seen the AHT **JANUS** drydocked at Palumbo Malta Shipyard Ltd Dock 5, at French Creek, Malta for the first time on Thursday 11th November 2010.

**Photo :** [Capt. Lawrence Dalli](http://Capt. Lawrence Dalli) - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©

## Sembawang secures two upgrading contracts

Sembcorp Marine's subsidiary Sembawang Shipyard has recently secured two major upgrading and repair contracts worth \$82 million involving passenger vessels.

The first contract involves an upgrading project from Interislander, a division of Kiwirail Limited, New Zealand, for the lengthening and dry-docking repairs of its 12,956gt ropax ferry, **Aratere**. Contracted for \$24 million, the Aratere is expected in the shipyard in March 2011, whereby a new bow section and a newly fabricated 29.25m mid-body section will be fitted to the existing 150m vessel.

Other major upgrading works include the outfitting and refurbishment of existing passenger areas on the two upper decks. Upon completion of its upgrading and lengthening, the newly enhanced Aratere will continue to operate in New Zealand waters, offering the most modern and high-tech cruise experience across the Cook Strait.

The other contract was awarded by Carnival Australia for the upgrading and refurbishment of its latest cruise ship, the 63,500gt Pacific Pearl, originally built as Princess Cruises' Star Princess. This is the second upgrading project for Carnival Australia, part of Carnival Corporation, following the successful refurbishment of Pacific Jewel in November 2009. The scope of work includes the repairs to life boats and tender boats, installation of four new tender boats/davits, fabrication and installation of a new canteen centre.

The Pacific Pearl arrived at the shipyard in November 2010 and, following the three-week upgrade, will make her way to Auckland for her official naming on 21 December prior to sailing to Sydney to commence her first Australian season.



The "**Pacific Bora**" seen on sea trails offshore Geoje island Korea one in a series of 4 ultra deepwater drill ships for Pacific Drilling Company

## Japanese shipbuilder to deliver 20 more merchant ships to clients until 2013

Shipbuilder Tsuneishi Heavy Industries (Cebu), Inc. has booked orders for about 20 vessels until 2013. Tsuneishi President Shinji Watadani said the firm would be building merchant ships with deadweight tonnage of up to 180,000. "We have European, Japanese and Hong Kong buyers. There are a lot of them," Mr. Watadani told reporters. Tsuneishi yesterday sent off its biggest bulk carrier to date, the 180,000-deadweight-ton bulker M/V **Tenshu Maru**, on its maiden voyage. It left the shipyard in the southwestern town of Balamban at past noon yesterday for Singapore, where it will load up on bunker fuel before making its way to buyer Chijin Shipping. M/V **Tenshu Maru** was the 120th ship built by Tsuneishi at its Balamban shipyard since it started operations in 1994, and is the largest ship ever built in the Philippines.

It is equipped with modern navigational facilities and manned by 22 Filipino seafarers. President Benigno S. C. Aquino III, who led the naming ceremony, said the achievement of Tsuneishi and partner Aboitiz group was an honor for the country. "We have certainly come a long way. It seems only sometime ago that we saw paper boats being ceremoniously set adrift in the Pasig river and bore witness to the emptiness of its promise. Now we are formally naming the biggest ship ever to be made in a Philippine shipyard," Mr. Aquino said. Aboitiz Equity Ventures, Inc. Chairman Jon Ramon Aboitiz said the combined output of Tsuneishi in Cebu and Hanjin in Subic would make the Philippines the fourth-largest shipbuilder in the world this year. Tsuneishi employs 11,000 workers and will hire additional employees next year to cope with the orders. **Source: Business World**

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## Dubai to get new ship repair facility

Goltens, a major independent global provider of ship repair solutions, has confirmed leasing 23,000m<sup>2</sup> in Dubai Maritime City for the development of, it claims, the world's foremost ship repair facility.

Goltens is the first company to sign up for a plot in Dubai Maritime City – Industrial Precinct (DMC) and confirms that it will lease Industrial Precinct plots 6 and 7 for a period of 25 years.

The Maritime Centre District is the centrepiece of DMC and will serve as an international hub for maritime business. This sector is a hub for ship repair facilities, yacht repair and manufacturing, as well as workshop units. The precinct is managed by Drydocks World, Jadaf Dubai. More than 100 workshops and warehouses complete the industrial precinct, offering a comprehensive range of facilities to businesses.

The new DMC– Industrial Precinct integrated workshop facilities and administration/sales offices will be substantially larger than those at Goltens current location in Al Jadaf. An increased business portfolio, together with an expected future head count considerably larger than the current 520, has made facility expansion necessary. Goltens also sees the move as a possibility to modernise their workshop and create a more flexible and efficient workspace.

Goltens will start construction immediately and hopes to move into the new, more centrally located Dubai facilities by the thirdquarter 2011. The new facility will house both a large workshop and an administrative office in its new 15,000m<sup>2</sup> purpose built facility. The new purpose-built workshop will perform specialist two/four stroke diesel engine reconditioning and repair services including all associated engine room and mechanical services **Source : The Motorship**

## ABG Shipyard Q2 net up 22.70% at Rs 56.2-crore

The country's largest private ship-building company, ABG Shipyard, today said that it has clocked a 38.32 per cent increase in its net sales to Rs 555.48-crore as against Rs 401.58-crore in the year-ago period. Its net profit rose 22.70 per cent from Rs 45.86-crore in the reporting quarter to Rs 56.2-crore, a press release issued here stated. For the first-half of FY 11, its revenue increased 26.45 per cent to Rs 1,004.93-crore as against Rs 794.69-crore in the year-ago period. Its net profit for the period stood at Rs 94.68-crore, the release said. ABG is an established manufacturer of marine ships, including bulk carriers, deck barges, interceptor boats, anchor handling supply ships, driving support ships, tugs and off-shore vessels. **Source : Indiatimes**

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Above seen the new **MSC KALINA** discharging cargo at Trinity 6 berth Felixstowe  
photo taken from the RNLI Harwich Lifeboat by **Dave Thompson** - **Station Mechanic (c)**

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The US Coast Guard Station in the Port of Los Angeles. Photo : Bob Duckson ©

## Goldenport eyes container ship acquisitions

Greek shipping group Goldenport Holdings will look at container ship acquisitions in the coming months, helped by an improving market and a war chest of over \$150 million, its commercial director said. Global turmoil in 2008 battered the container market, especially on key routes from Asia to consumers in the West carrying finished goods from electronics to toys. But trade volumes have been picking up in recent months with the growth of emerging economies such as those in India and Brazil. Athens-headquartered Goldenport, which listed on the London Stock Exchange in 2006, owns and operates a fleet of container and dry bulk ships. "We have a lot of room in the balance sheet for more acquisitions ... we have the ability to grow," John Dragnis told Reuters in an interview. "Do we want to do it at this particular moment? Yes, but very selectively and very, very carefully -- most likely I would say in the medium-sized container market," he said, adding the group's war chest was between \$150 million and \$200 million. Goldenport said it was on track with its programme to take delivery of three vessels in 2010 and a further four in early 2011, which had been previously ordered, taking its total fleet to 26 container and dry bulk vessels. Dragnis said conditions in the container sector had improved in recent months, helped by the scrapping of vessels and a rebound in demand on intra-Asia trade routes and on others such as North America to South America and Europe to West Africa. "The West is still suffering. More localised, niche trades are doing much better than the long haul in terms of growth."

Maersk Line, the world's biggest container shipper, said on Thursday it was optimistic for next year on strong demand growth from emerging markets and stable freight rates. South Korea's Hanjin Shipping said this week container demand was expected to outpace ship supply. Dragnis said it was unlikely that Goldenport would "grow substantially on the dry (bulk) side". He said the Baltic Exchange's main sea freight index was expected to be a "little bit softer" on average next year compared with the current average. The index, which tracks rates to ship dry commodities, fell 3.59 percent to 2,366 points on Thursday. "The order book is not good for the supply-demand equation. However, (dry bulk) demand remains and will remain robust," he said. Chief Financial Officer Christos Varsos said analyst consensus estimates of \$120 million to \$130 million for Goldenport's full-year revenue in 2011 were "reasonable". Revenue estimates for 2010 were around \$90 million, he added. "What the analysts think about the numbers for next year are pretty much realisable," Varsos said. Its shares were 0.39 percent lower at 130.4 pence at 1404 GMT. Source: Reuters



The 1953 built waterboat **VEBO AQUA** seen supplying the **NOVAYA ZEMLYA** with fresh water in the port of Vlissingen - **Photo : Capt. Henk Doornhein ©**

## New boat brings back memories for builders

It was a case of déjà vu for two of the leaders at Q-West Boat Builders in Wanganui when the Port of Tauranga's new pilot boat took to the water. The \$2 million 16.5m aluminium launch is all set for its maiden voyage to its new home in the Bay of Plenty but some fine tuning is being done to the propellers before then.

But for managing director Myles Fothergill and general manager Colin Mitchell this latest build took them back 27 years. "That's when we operated as Wanganui Boats and both Colin and I helped build the Port of Tauranga's last pilot boat," Mr Fothergill said.

The new boat, named **Arataki**, was on the Whanganui River yesterday, undergoing some acoustic trials. Mr Fothergill said they believed they can get the propeller noise down from its current levels. "The customer's extremely happy with it but we reckon we can get the sound levels a little bit lower." The new pilot boat can seat seven and carries state-of-the-art technology, much of it accessed through touch screens. Its power comes from twin 750hp Scania V8s.

The **Arataki** took 12 months to build at Q-West and it will have a dual role, adapting to search and rescue work if needed, with a platform at the stern which can be lowered to water level. Another feature of the launch is the bright yellow paint work. "It used to be the orange paint that was used on these vessels because it was thought that was more visible. But the yellow has taken over," Mr Fothergill said. The Bakewell-White designed pilot boat will ferry pilots out to ships entering and leaving the harbour and is built to handle the rough stuff. "Tauranga has a very narrow tidal entrance and 8m swells are not uncommon," he said. Mr Fothergill said the New Zealand market was not big in terms of pilot boats.

"Seventeen years ago we built two boats - one for Napier and the other for Wellington - and virtually swamped the market then. "So we've got to look at opportunities in Australia. "But getting a contract like this certainly helps us because Tauranga would rank as the most progressive port in the country at the moment," he said. **Source :** [Wanganuichronicle](#)



**CMA CGM MAGELLAN** seen moored at Malta Freeport - **Photo : Anthony Chetcuti ©**

## **Mega dredging plan runs aground**

**Arrival of dredgers, including four from Kuwait, delayed**

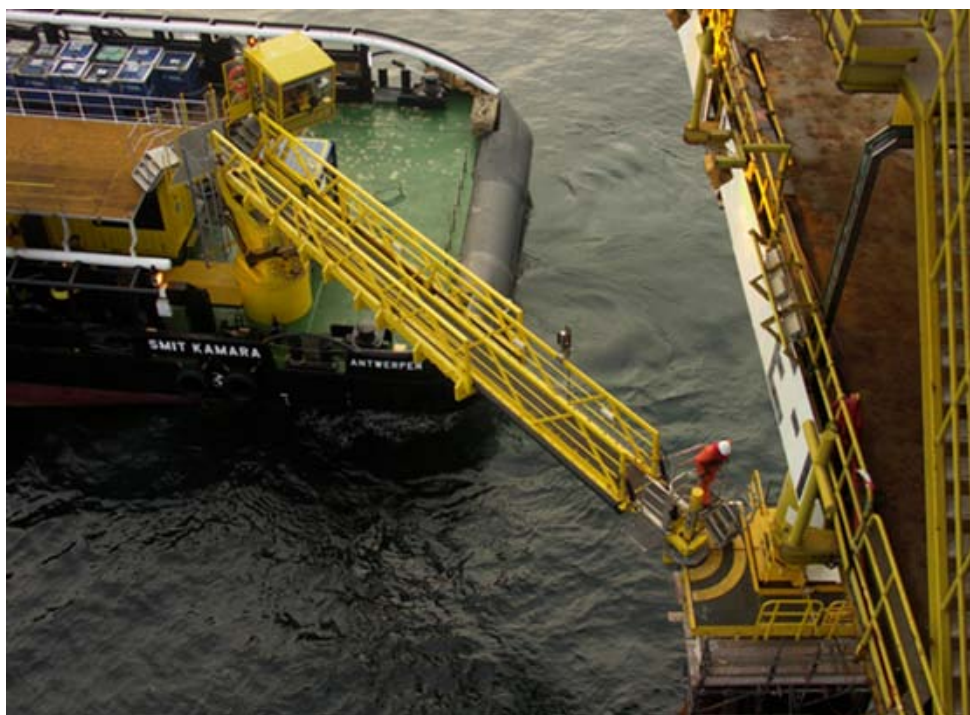
Uncertainty looms over the much-touted Tk 12,000-crore plan to dredge over 300 rivers by 2018 due to delay in getting dredgers for implementing the project. Roughly, 50 dredgers would be required to complete the mega-dredging project, including four heavy-duty dredgers from Kuwait, sources said adding that there would be delay in procuring the dredgers required to start the project. "A proposal to procure 11 dredgers has been approved by the Executive Committee of the National Economic Council (ECENC), but it will take at least one and half years to get those dredgers," Water Resources Minister Ramseh Chandra Sen told The Independent yesterday. He also admitted that the programme had already been delayed due to lack of logistic support.

"Only two dredgers outsourced from China have arrived and we have to start the Gorai dredging project, a part of this mega programme, with those dredgers. We are expecting two dredgers from India under the recent agreement," he said but could not give the exact time of their arrival. Officials of the Bangladesh Inland Water Transport Authority (BIWTA) told The Independent yesterday that the Sheikhdom had offered four dredgers as gift. "But the reality is, even if all formalities were completed today, it would take two years to complete the process," said one official. According to the sources, the modalities of receiving the dredgers had still not been settled, as Kuwait was yet to ensure financing of the dredgers as gift through the Economic Relation Division (ERD) of Bangladesh.

Emir of Kuwait had expressed desire to gift those four dredgers to Bangladesh during the visit of Bangladesh's Prime Minister Sheikh Hasina to Kuwait in February this year. Abdul Matin, chief engineer of the dredging division of the BIWTA, said they had sent a proposal for collecting the dredgers from Kuwait as gift on May 5 to the foreign ministry through the shipping ministry. According to the project proposal, about Tk 407 crore would be spent on procuring the four dredgers, along with a crane boat, tug, crew house boat, officers' house boat and others, from Kuwait. "We have prepared the project as per the directives of the shipping ministry. The estimated cost has been shown for the sake of records only, but the government of Kuwait will give the dredgers free of cost as per their commitment," Matin said. "We do not know about the details like who is going to pay the taxes, custom duties or receive relevant documents from the Kuwaiti government," he added.

A project evaluation committee (PEC) meeting was held on October 10, with Planning Commission Member Nasir Uddin Ahmed in the chair. It was decided at the meeting to write word 'gift' as the mode of financing in the project proposal and the words 'the government of Kuwait' as the source of money. The ERD has already sent letters to the government of Kuwait formally in this regard, but the Kuwait was yet to confirm the release of dredgers. The BIWTA officials said they had identified 2,393 kilometres of waterways to be dredged in two phases. Twenty-three routes are marked for dredging in the first phase, which is scheduled to end by December 2013 at an estimated cost of TK 4,201 crore, and the four-year second phase would start in 2014, for which Tk 7,271 crore would be required. Under the programme, the total volume of dredged riverbed soil will be 3,276 crore cubic metres, and the BIWTA has only seven age-old dredgers. **Source : The Independent**

## **OFFSHORE SOLUTIONS CELEBRATES FIVE SUCCESSFUL YEARS WITH ITS OFFSHORE ACCESS SYSTEM ON SMIT KAMARA**



**Offshore Solutions B.V.** (OSBV), the joint venture between AMEC and Cofely Nederland N.V., is celebrating the successful completion of its five-year contract for NAM in the Southern North Sea. During this period, the Offshore Access System has enabled more than 31,000 walk-to-work transfers to be made without incident.

A joint venture between Shell and ExxonMobil, Nederlandse Aardolie Maatschappij B.V. (NAM), awarded OSBV the contract to increase its efficiency and productivity, whilst safely transferring personnel. Working in the UK and Dutch sectors of the Southern North Sea, the OAS provided heave compensated marine access,

setting the benchmark for personnel transfer safety, achieving in excess of 2,800 operational connections, without any lost time incidents.

During the aviation shutdown earlier in the year, due to the volcanic ash cloud, the OAS enabled more than 180 additional personnel to transfer successfully and keep the NAM assets operational. OSBV's managing director, Lindsay Young said: "Our work with NAM over the last five years has successfully challenged previous perceptions and offshore access. We have proved that accessing installations from a DP vessel is viable in the North Sea. This has led us onto other opportunities across the world.

"There is always an element of disappointment when successful contracts come to an end but we are delighted to have been involved in the successful transfer of thousands of people in a challenging marine environment without a lost time incident and in doing so, proved the credibility, safety and efficiency of our system. We are now looking forward to supporting NAM with their future marine access requirements."



**The DRAVO COSTA DORADO** ( former **Volvox Scaldia** )seen in Viano do Castelo Portugal

Photo : Bloemkool o/b HAM 317 ©



## Shippers add surcharge at Johor Port

Several shipping companies have this month started imposing surcharge on manufacturers using Johor Port to export their finished products due to severe congestion at the port. Johor Port Shipping and Forwarding Association secretary Michael Cheah said shipping companies had no choice but to impose the surcharge because of the unsolved delays at the port.

He said most shipping companies would start imposing the surcharge on users if congestion at a port was beyond control and it was up to individual companies whether to impose the surcharge or not. Inefficiency is said to be one of the main reasons that contributed to the congestion at Johor Port. Cheah said the surcharge was to recover or mitigate tremendous losses suffered by vessel operators in running costs for chartered hired, bunker burn and misconnections to mother vessels.

"Johor Port cannot stop the shipping companies from imposing the surcharge and manufacturers also cannot blame them for doing so," he told StarBiz in a telephone interview. Cheah said while the association did not have any details on the surcharge rate, he estimated that it could start from US\$25 per twenty-footer container unit (TEU). He said

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 320

while the surcharge would not be able to reduce congestion at Johor Port which has been ongoing over the last 10 years, the operator should look at ways to improve efficiency at the terminal.

Cheah said inefficiency was one of the main reasons that contributed to the congestion at Johor Port, which could only handle less than 12 containers per hour, way below 22 and 25 containers per hour at other local ports. Michael Cheah ... Manufacturers in Pasir Gudang industrial area are the worst affected "Manufacturers in Pasir Gudang industrial area are the worst affected by the surcharge as they now have to fork out extra money to use the port," he said.

Cheah said manufacturers in Pasir Gudang had started using Port of Tanjung Pelepas (PTP) in Gelang Patah, about 80km away from Johor Port, to avoid paying the surcharge. Previously, the majority of manufacturers in Pasir Gudang was reluctant to use PTP despite the latter did not face any congestion and no surcharge imposed by shipping companies there.

Many manufacturers said they would incur higher stevedorage (trucking cost or container-lift-on-fee) of RM230 per container if they were to use PTP, as opposed to RM180 to transport each container to Johor Port. "With the surcharge, it only makes sense for them to use PTP but in a free economy, it is up to them (manufacturers) when it comes to their port of choice," Cheah said.

He said the Pasir Gudang-based manufacturers had voiced their problems to the International Trade and Industry and the Transport Ministries, but both could not do much to address the surcharge issue. MMC Corp Bhd, which controls Johor Port and PTP, had last year proposed to the Government to consolidate and rationalise operations at the two ports but this was rejected.

Under the proposal, container operations at Johor Port will be moved to PTP, turning the former into a non-containerised port, while PTP will focus on handling containerised cargo. Johor Port has grown dramatically since 1979. Designed and built to handle between 750,000 and 800,000 TEUs annually, it has now reached a saturation point with no more room for expansion. Billionaire Tan Sri Syed Mokhtar Al-Bukhary, who controls MMC Corp, has 100% equity in PTP and 70% stake in Johor Port. **Source : The Star**



The **MOMENTUM SCAN**, IMO 9534432, on November 14th, 2010, bunkering at Brunsbüttel.

**Photo : Michael Brakhage (c)**

## UK co's \$ 800m plan to develop Mongla port

A British company has submitted a US\$ 800 million plan for the development of Mongla port to make it an efficient transit port which will cater to the need of the neighbours Port Evolution Management Company in its development plan said that the project will include a container terminal, an oil terminal, a water treatment plant and a special economic zone with its own 300-450 megawatt (mw) power plant. The company Thursday made a presentation at the

shipping ministry where Shipping Minister Shahjahan Khan, Secretary Abdul Mannan Howlader, British High Commissioner Stephen Evans, Chairman of Port Evolution James Sutcliffe and other officials were present.

The shipping minister said importance of Mongla port is immense as Nepal and Bhutan will use it as a transit port. "We will evaluate the proposal and take further decision," he said adding "it will be done through public private partnership (PPP)." The ministry signed an agreement a year back and the company, after evaluating all the aspects, submitted the proposal. Howlader said under the PPP, the government will provide land and logistics and other development works will be done by the private party. Port Evo is a worldwide company specialised in Greenfield port development and its achievements include a current \$ 300 million development project in Nigeria, development of Poland's largest deep-sea container terminal in 2007 and ownership and operation of some successful ports of UK. **Source: The Financial Express**

## **CPV to take delivery of ocean-going ice class tug in early December**

Ocean-going ice-class tug, built at Damen Shipyards in China is scheduled to be delivered to Vladivostok Port in early December 2010, said Commercial Port of Vladivostok CEO Vyacheslav Pertsev in a recent interview with PortNews. The tug is the second ship built in 2010 for CPV's own fleet. Previously, the company has received and started operating a pilot boat built at a South Korean shipyard. The CPV's fleet consists of four tugboats, a pilot boat and a floating crane. Their average age is 23 years. **Source : PortNews**

## **Petrobras on \$3.46 billion FPSO hull spree**

Petrobras and its partners have signed contracts worth \$3.46 billion with Brazil's Engevix Engenharia S.A. They cover the construction of eight FPSO hulls at the Rio Grande Naval Hub, which is based on the Estaleiros Rio Grande shipyard with its 133 m x 350 m dry dock and giant gantry crane,

The FPSO's (floating, production, storage and offloading units) based on the hulls will serve as production platforms in the first phase development for the pre-salt area in the Santos Basin. The hulls have been ordered as part of a new strategy for the construction of production units, designed to simplify projects and standardize equipment. Producing identical hulls in series will accelerate the construction phase, and allow economies of scale and cost optimization.

Each FPSO will be able to process up to 150,000 barrels of oil and 6 million cubic meters of gas per day. All units are expected to start operating by 2017 and to reach the production targets set in Petrobras' Business Plan for the pre-salt area. The expectation is that the platforms will add about 900,000 barrels of oil per day to domestic production when operating at maximum capacity.

The local content in the hulls is expected to reach around 70 percent. The first steel shipments will take place in January, and hull constructions will start in March. The first two hulls will be delivered in 2013, and the others in 2014 and 2015.

Six of the eight units, six will be operated by the consortium formed for Block BM-S-11, where the Tupi and Iracema areas are located. The two others will be operated by the consortium formed for Block BM-S-9, where the Guara and Carioca fields are located.

The Block BM-S-11 consortium is operated by Petrobras (65%), in partnership with BG E&P Brasil Ltda. (25%), and Galp Energia (10%). The Block BM-S-9 consortium is operated by Petrobras (45%), in partnership with BG E&P Brasil Ltda. (30%), and Repsol Brasil S.A. (25%). **Source : MarineLog**

## **NYK Super Eco Ship 2030**

The NYK Line's MV **NYK Altair** recently arrived in Europe on her maiden voyage. The 332m container vessel of 10,000TEU capacity achieves 24.5 kts from her single Wartsila 12RT-flex 96C and is engine equipped with an efficiency improving waste heat recovery. The launch earlier this year of the **MV NYK Altair** confirms NYK's commitment to environmentally responsible transportation and its commitment to move toward the company's concept ship NYK Super Eco Ship 2030.

The NYK Super Eco Ship 2030 gives a good insight of how ships may be twenty years hence and was conceived in a joint effort by Elomatic of Finland, Italian Garroni Design and the Monohakobi Technology Institute of Japan. The futuristic vessel is of 353m length has four propulsion motors totalling 40MW. Electricity for the motors is provided by fuel cell(s) using LNG as fuel which produces 30 per cent less CO2 emissions as their diesel equivalent.. In addition, solar cells augment power by 1-2MW and using sails, harnessing wind power gives an equivalent power of 1-3MW. It is estimated that in the running of the ship an overall reduction in CO2 emissions of up to 70 per cent is expected, compared to a similar sized vessel of today. This remarkable reduction is achieved by many factors including, electric propulsion concepts using fuel cells operating on LNG, solar cells and sails harnessing wind power, reducing the ship's weight through new container storage concepts, a new container loading system, and reduced hull friction due to air lubrication.

A new powerplant layout locates the main power generation in the forward part of the ship and electric motors aft. Power losses are eliminated by the use of low temperature superconductor motors and cabling. Propulsion comprises two tunnel thrusters and two azimuth pods with contra-rotating propellers to reduce losses: the pods provided steering eliminating the need for rudders. In the bow, two multipurpose retractable thrusters ensure full manoeuvrability of the ship for docking. Much of the voyage between Asia and Europe enjoys strong sunlight: to take full advantage of this clean and renewable source of energy, 31,000m2 of solar cells cover the entire upper decks, capable of generating up to 9MW of electric power. Also when conditions are favorable, eight retractable telescopic masts carrying lightweight airfoil sails totalling 4,000m2 can be deployed to take advantage of the power of the wind.

Source: [hellenicshippingnews](http://hellenicshippingnews)



Above seen the 1998 built NLD flag general cargo ship **EGBERT WAGENBORG** entering Valletta, Malta bound to Parlitorio Wharf at Palumbo Malta Shipyard Ltd for repairs on Saturday 13th November 2010.

Photo : Vikki Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) (c)

## CPV eyes buying 7 new harbor cranes by 2015

JSC Commercial Sea Port of Vladivostok (CPV) plans to purchase in a period until 2015 seven new harbor and container cranes, CPV's CEO Vyacheslav Pertsev said in a recent interview with PortNews.

Over the past 9 years, CPV has upgraded 10 harbor cranes and bought 12 new pieces of equipment: mobile cranes, fixed harbor cranes, container cranes. Currently, the CPV's fleet of 60 cranes is the most powerful among the Far Eastern ports. The company has a unique opportunity for simultaneous lifting of cargo weighing up to 200 tons with portal fixed and mobile cranes.

"I emphasize that CPV purchases just new equipment. Over the past two years, CPV's cranes fleet was replenished by a Gottwald Portal Harbor Crane, of lifting capacity of 100 tons, and by two Sennebogen manipulators. The next year we expect to take delivery of two Liebherr container cranes," Mr. Pertsev was quoted as saying. **Source : Port News**

### WMS Ltd. buys German vessel

Western Marine Shipyard Ltd, a leading Bangladesh shipbuilding company, announced acquisition, through Mercantile Bank's facility, of a bulk cargo carrier built at a German shipyard, FE reports.

The 24,128DWT 177m-long MV Western Traveller has been registered under Bangladesh Flag by the Mercantile Marine Department of the government today MD of the Western Marine Shakhawat Hossain and principal officer (PO) of the MMD Captain Habibur Rahman signed the documents for change in flag of the vessel.

Mr Hossain said that the vessel will play a vital role in advancing development of Bangladesh as it has brought a good opportunity for Bangladeshi mariners as they will get to serve the local shipping company than serving a foreign shipping line. **Source: thefinancialexpress-bd**



The **KANATA SPIRIT** seen enroute Antwerp – **Photo : Alain Doods – [www.tugspotters.com](http://www.tugspotters.com) (c)**

### Steel pact Cosco - Rotterdam

The Cosco Shipping Company Limited (COSCOL) and the Port of Rotterdam Authority (PoR) are jointly going to promote and raise the handling of steel and heavy lift cargo via the port of Rotterdam. To that end COO Mr. Guo Jing and CEO Mr. Hans Smits signed a Memorandum of Understanding yesterday, November 10. Goal is to more than double the number of Rotterdam calls of COSCOL's multipurpose vessels in 2011 to approximately 24. PoR has the intention to become the leading European import port for the handling of (semi-) finished steel products and a leading European export port for finished steel products and heavy lift & project cargoes.

COSCOL is currently renewing and extending its fleet of heavy lift and multipurpose ships with newly build and bigger ships and has the intention to substantially increase its breakbulk liner capacity to and from North West Europe with 12–16 ships. PoR has recently and is currently investing € 100 million in the creation of more breakbulk terminal handling and storage capacity in Rotterdam.

Rotterdam has to become the Northwest European focal point of COSCOL's China-NW Europe service. In 2009, the tweendecker multipurpose vessels of the shipping line made two calls in Rotterdam and in 2010 eleven.

In 2011, the aim is to eventually grow to twice a month on average. A fixed frequency and capacity is important to shippers, especially for steel producers with their proportionately high logistical costs.

Imports from China comprise mainly steel and granite and exports from Rotterdam are mainly project cargo and to a growing extent steel products. Most ideal for a shipping line is to both unload and load steel in the port of Rotterdam. Therefore, PoR will make strong efforts to improve the balance between imports and exports.

The global trade in and transport of steel is driven by differences in quality and price. Steel from China via Rotterdam is mainly destined for the rolling mills of the large steel manufacturers in Germany. Outgoing steel is at the moment mainly destined for Northern China. The truck provides most of the hinterland transport of steel. When volumes grow, train and inland shipping are becoming more interesting alternatives. PoR investigates the possibilities for starting even a liner service by barge with Germany. Coscol owns and operates some 100 vessels including semi-submersible, heavy lift, multi-purpose and general cargo ships. Coscol also ordered some new multi purpose vessels of 28,000-36,000 dwt. Some vessels are geared up to 180 tons, 200 tons and 400 tons lifting capacity. **Source : Port of Rotterdam**

## OLDIE – FROM THE SHOEBOX



Svea's **FLORIA** seen discharging in Medelhavshamn  
Photo : Coll.Kees van Huisstede

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



The **ITC CYCLONE** seen with in the background the **GREATER PLUTONIA** off Angola – Photo : Erwin Bakker (c)

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