

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 206



Number 206 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Monday 25-07-2011**

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Above seen the 1978 built TZA flag tug MARTIAL 35 miles off Malta bound to Port Said, Egypt on Saturday 23rd July, 2011. She's the former Spanish rescue tug REMOLCANOSA CINCO that was bought 1st July, 2011.

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

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Sunset over the port of Bremerhaven – Photo : Capt Dennis Meijer – Master RT PIONEER ©

No trace of UAE ship captured by pirates Allan Jacob

The European Naval Force for Somalia (EUNAVFOR) said there was no word from the captain, or the owner of the tanker, which was laden with oil at the time of capture. "We have no further information from the owners or the

Master,” said Commander Harrie Harrison, Royal Navy, spokesperson for the naval force. “We have had no communication with regard to the status of the crew and we know of no ransom demand,” he said.

The hijacked UAE vessel was last seen 100 nautical miles northwest of Socotra Island and was on her regular voyage from Umm Al Quwain in the UAE to Berbera in Somalia. Five UAE ships have been attacked since the start of the year, a high for this period. Somali pirates were involved in 60 per cent of the attacks globally and, as of June 30, were holding 20 vessels and 420 crew hostage, according to the International Maritime Bureau.

Somali pirates usually operate from skiffs with high-power engines which are supported by a mother ship. They approach the targeted vessel astern and use lightweight ladders to climb onboard. Warships from the Combined Maritime Force, NATO, the EU and independent nations (such as India, China, Russia) patrol the Gulf of Aden and the Indian Ocean — usually in the region of 15-20 ships.

A study commissioned by the Oceans Beyond Piracy Project, said thousands of sailors were fired at, beaten and incarcerated by the pirates. In some cases, they were tortured, the think-tank had reported in June. According to the findings, 4,185 seafarers were attacked with firearms and rocket-propelled grenades, 342 survived attacks in citadels (enhanced security rooms in ships) and 1,090 were taken hostage. It also said 516 seafarers were used as human shields in 2010.

Losses from the piracy runs into billions of dollars, with Oceans Beyond Piracy Project estimating it to be in the range of \$7-12 billion. This includes ransom payments, insurance premiums, re-routing of ships, security equipment, naval forces, prosecution, anti-piracy organisations and cost to regional economies. “Piracy is more an organised business being run by vested interests. And though governments and NGOs voice their concern, their role is limited and often ineffective,” said Radhika R, maritime expert and Associate Editor with Maritime Gateway. **Source : Khaleej Times**

South African Polar vessel is launched



The Polar supply and research vessel ordered by the South African Department of Environmental Affairs has been named **S.A. Agulhas II** and launched at STX Finland's Rauma shipyard.

The ice-strengthened vessel is about 134m length oa, and it will have accommodation for a crew of 45 and some 100 researchers or passengers. It will operate, among other duties, as a supply, research and passenger ship as well as an icebreaker. Its core functions will be logistic support for South African research bases on the Antarctic mainland, Marion Island and Gough Island. The vessel will be equipped to conduct oceanographic studies and marine geological research. Other tasks include continuous measurement of a range of meteorological parameters for transmission to the South African weather services, and deployment of weather balloons and weather buoys during certain transits.

“The construction of the vessel continues as planned. The ship will be handed over to the client as agreed in the spring of 2012”, explains Timo Suistio, EVP & COO of STX Finland and director of STX Rauma shipyard. “In addition to this multipurpose arctic research vessel Rauma shipyard has a car-passenger vessel **Spirit of France**, a fisheries research vessel and a double ended ferry under construction,” Suistio continues. The ship, NB 1369, was named at Rauma by Mrs Noshipho Ngcaba, director general of the South African Department of Environmental Affairs. The event was attended by representatives and guests of the client; the South African Department of Environmental Affairs and STX Finland, South African Maritime Safety Authority, the classification society Det Norske Veritas and media representatives

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The ferry **SCHULPENGAT** services at the route Den Helder – Oude Schild (Texel) – **Photo : Chris Hortensius ©**

Shipowners ask banks to ease lending requirements

| Domestic shipping companies are seeking financial support from local banks to help them take advantage of growing business opportunities following the cabotage principles implemented by the government earlier this year. Indonesian National Shipowners Association (INSA) deputy chairman Lolok Sudjarmiko said in Jakarta on Friday that the lending requirements imposed by local banks on local shipping companies were still too rigid for the shipowners to meet.

He said that the banks, for example, required shipowners to have a long-term contract from their customers and to be at least 20 percent self-financed to be able to get a loan to purchase a ship. "Banks are only willing to give loans to companies that hold long-term contracts such as of three or four year periods, while in fact, such contracts are rare in the maritime transportation sector," he told The Jakarta Post on the sidelines of the INSA general member's meeting in Jakarta.

Lolok cited examples that contracts for shipping services for offshore oil and gas exploration operations mostly ranged from three to six months, while those related coal transportation lasted generally no more than one year. According to Lolok, the government should also help establish better access for shipowners to bank financing by issuing a regulation enabling it to seize a ship if the owner defaults on the loan payment. "If a shipping company defaults on their debt payment, the banks can directly report the case to the government, which later can confiscate the ship purchased using the loans," he said. Lolok said that to make that happen, the government needed to ratify the international

convention on ship arrests as mandated by a 2005 Presidential Instruction. He said that ratifying the convention would also give Indonesian shipping firms more access to loans from domestic as well as foreign banks that might offer competitive interest rates. Under the cabotage principle included in the prevailing 2008 Law on Shipping, all vessels operating in Indonesian waters must be domestically owned. The regulation for general shipping vessels has been in effect since Jan. 1 this year. **Source : Jakarta Post**

Speculation About Wightlink's Owner Being Taken Over



The **ST.FAITH** of Wightlink seen approaching the port of Portsmouth – **Photo : Piet Sinke ©**

Wightlink's ultimate owner, Australian bank Macquarie, are having a bit of a rough time in the press at the moment. The latest we've seen is on Website for The Australian, which while speculating that the bank might be cutting jobs, mentions that the Bank itself might become a takeover target. The article says that as the bank's shares have dropped 22% in value since May this year ...

The current weakness has prompted CLSA analyst Brian Johnson to speculate that the bank could become a takeover target for a larger rival. He said Macquarie, which has a \$9.8bn market capitalisation, could be "selectively broken up" by a bidder. **Source : ventnorblog.com**



The **Anneliese Essberger** seen passing Rozenburg outbound. **Photo : Huug Pieterse - www.shipspotters.nl**

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Above seen the **JUNIOR**, this ship was stopped by BPC **Tonnerre** of the French Navy, 7 February 2008 with onboard 3,2 ton cocaine onboard, in international waters of Guinée. The 47 mtr long vessel was built in 1978 by AS Maritime Sveiseindustri, under the name **Fjordlast**, later she sailed under the names Ex: **Myklen**, **Agios Riginos**, **Athanasios S**, **Junior**, she is powered by a Winchann 833 KW engine for a top speed of 12 knots

Photo : Jacques Carney ©

A rookie Canadian author has written of his time with Somali pirates.

Locals fearing a showdown quietly melted away into a small collection of shacks. The encounter with the deadly gang forms the final chapter of **"The Pirates of Somalia: Inside Their Hidden World"**, a first-of-its kind book that saw author **Jay Bahadur** live among the pirates. Bahadur's book is being released Tuesday in the U.S. "They were paranoid beyond belief. They thought I was a CIA agent," the tall, softly spoken writer told The Associated Press. "I thought they were going to shoot us."

Sweating with heat and nerves, Bahadur questioned the pirates and secretly filmed them before being whisked off by his own gang of armed bodyguards. Bahadur spent months in Somalia at a time when pirate attacks were skyrocketing in both frequency and violence. His book takes readers through the evolution of the pirate groups from garrulous, self-proclaimed vigilantes who claim they are protecting Somalia's waters from illegal fishing vessels to the deadly criminal

gangs they are today. The author, now 27, was living with his parents and writing marketing reports about pet food and napkins when he began planning his trip to Somalia. He had never been to Africa before.

"I was thinking I better get picked up at the airport because if I hadn't I would have been kidnapped in 30 minutes," he said. "I was frantically making friends on the plane and I was going to beg one to take me home if no one was there." But the bodyguards he had arranged for did indeed pick him up, and after a few shaky starts Bahadur is calling on pirates at home, wearing local robes and indulging in local pastimes such as chewing on narcotic khat leaves and gossiping about women and guns.

Bahadur needed the protection. Pirates have turned dangerously violent over the last year, as spiraling ransoms attracted ruthless criminals to a trade once dominated aggrieved local fisherman. Hijacked crew members have been tortured and ships set on fire. In February, pirates hijacked a yacht and killed the four Americans aboard.

In a trip to the pirate stronghold of Eyl, Bahadur discovers pirates who are afraid of phantom U.S. navy divers and believe in psychic powers. He even describes an incident of panty-thieving on the high seas. He also finds that many widely held beliefs about pirates are wrong, including allegations that they are controlled by international criminal cartels, have alliances with Islamist rebels or use sophisticated intelligence networks. Such assumptions help shape the multibillion dollar fight against piracy.

"You have a lot of people with agendas making claims that aren't backed up by anything," said Bahadur. "I don't really have an agenda. I just tried to use common sense. ... I actually met these people and spoke to them. Most of them had no idea of the outside world." But it wasn't always easy to get the information he wanted.

Bahadur spends time with a pirate who hits him up for car repairs and even asks for the jeans he's wearing, a request Bahadur politely declines. Eventually the man helps provide a detailed ransom breakdown, matching pirate accounts with the recollections of crew members about the ransom division. Bahadur discovers that though pirates were paid a \$1.8 million ransom to release the [Victoria](#) – the ship he sees in Eyl – the guards on board made only \$12,000 each, which averaged out to about \$10.40 an hour. The biggest share went to the investor backing the pirate team.

The high risks – of arrest, injury or death – that the low-ranking pirates take for a relatively small cut of the ransom remind him of teenage drug dealers on the corners of American streets. "Piracy in Somalia and the drug trade in the U.S. have a lot in common," said Bahadur. "They both provide status and an opportunity to advance in society that would be hard to get otherwise."

Bahadur's own relationship to the pirates is complex. He is protected by bodyguards supplied by the son of the president of Puntland, a semiautonomous pirate-infested region in the north, and he does not speak Somali. One group he interviews allows him to test-fire a rifle during a picnic, and he brings back a Toronto Blues baseball T-shirt as a gift for a pirate leader. By his own admission, Bahadur feels some slight admiration for the "reckless courage" of the men he interviews.

But by the end of the book, the young author is forced to confront the new generation of pirates, gunmen from the interior drawn by the lure of riches and controlled by wealthy financiers. During the tense back-and-forth on the Somali cliff top, a pirate insists that his hostages are being so well-fed that they would prefer to stay captive.

Bahadur later learns one hostage is already dead, another gravely wounded. "I had had the distinct impression that the Dhanane gang would have been as perfectly at ease with slaughtering their captives as ransoming them," he wrote. "Later, when reading news of the casualties the crew had suffered, I was struck by the chilling realization that I had shared tea with murderers." These men, Bahadur concludes, are the future of piracy. **Source : ShipTalk**

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ZEEKADETTEN NAAR ENGELAND



Op 22 juli zijn 3 schepen van het Zeekadettenkorps Nederland vertrokken voor hun zomerkamp, na vele jaren dit kamp gehouden te hebben in Nederland was er nu besloten met enkele units naar Engeland te varen, na bijeengekomen te zijn in IJmuiden zijn de **FRYER** (ZKK Gouda), **SITTARD** (ZKK Harlingen) en de **BULGIA** (ZKK Alkmaar) tezamen met Duitse en Canadese zeekadetten en leden van de SUBS, (de jongerenclub van de Marine) met in totaal circa 100 personen vertrokken met bestemming Ipswich en Chatham in Engeland **Photo top & left : Leo Varenkamp ©**



De **FRYER** onderweg van Gouda naar IJmuiden passeert Hoek van Holland – **Photo : Jan van der Klooster ©**



Above seen the Dutch sea cadet ships **Sittard**, **Freyr** and **Bulgia**, berthed at Ipswich 23rd July 2011, having arrived after an overnight crossing from Ijmuiden. Photo : **Jon K. Simpson** ©



NAVY NEWS

GREGORIO DEL PILAR ENROUTE HOME



The biggest ship ever to be acquired by the Philippine Navy, the renamed **BRP Gregorio del Pilar**, departed from California for her three-week journey to the Philippines. The 378-foot Hamilton-class cutter is the 1967 built USCG **HAMILTON (WHEC 715)**. A decommissioned United States Coast Guard patrol vessel that the Philippines was able to acquire under the United States Excess Defense Act.

Armed Forces Chief Eduardo Oban Jr. earlier said the transfer cost to the government was around P450 million. The money used for its acquisition came from the Department of Energy's Malampaya project funds, according to Lieutenant Colonel Omar Tonsay, chief of the Navy's

public affairs office. While the ship—until recently the largest class of vessel in the US Coast Guard—was designated as a “weather high-endurance cutter” in the USCG, in the Philippine Navy it is classified as a “surface combatant ship” or a warship, said Tonsay.



It will be used for, among other purposes, defending the country's interests in the West Philippine Sea (South China Sea), particularly in waters near the disputed Spratly Islands, according to the Navy. The send-off in San Francisco was attended by Navy Flag Officer in Command Vice Admiral Alexander Pama and Philippine Deputy General Consul to San Francisco Wilfredo Santos. “The send-off signalled the last leg of activities for **BRP Gregorio del Pilar** in the US and started the first leg of its journey to the Philippines,” said Pama.

“All preparations were made for this long trip home as the actual send-off took place on July 18 at 4 p.m.,” he said in a statement. The journey will include stopovers in Hawaii and Guam for replenishment. The **Del Pilar**, or PF-15, was turned over to the Philippine government on May 13 during turnover rites led by Jose L. Cuisia Jr., the Philippine ambassador to the United States, and Vice Admiral Manson K. Brown, the US Coast Guard Pacific Area and Defense Force West Commander. The vessel, whose two 1,800 horsepower gas turbines can propel it to speeds of up to 28 knots, was renamed the **BRP Gregorio del Pilar**, or PF-15 (the type code designating it as a patrol frigate). It is the biggest ship ever to be acquired by the Philippine Navy at 378 feet long, with displacement weight of 3,390 long tons. It can stay at sea for 30 days without refueling, and has a crew capacity of 180.

It is powered by combined diesel engines and gas turbines and equipped with a helicopter flight deck, a retractable hangar, and other facilities to support helicopter operations. The **Del Pilar** will replace the 306-ft **BRP Rajah Humabon**, a Cannon-class destroyer-escort built during World War II, as the country's biggest warship, said Tonsay.

The Hamilton-class cutter was largely used by the US Coast Guard for “drug and migrant interdiction, law enforcement, search and rescue, living marine resources protection, and defense readiness,” Tonsay said. “The Philippine Navy, on the other hand, intends to use this multimission vessel for operations such as maritime security patrols and search and rescue,” he said. “But more specifically, it will be deployed to aid in the maritime security of the Malampaya Project west of Palawan,” Tonsay said. In a forum in May, Oban said the **Del Pilar** would be deployed to the Palawan area, “purposely to patrol our maritime area there and protect our territorial waters as well.”



The Philippines has sought to modernize its military following a series of incidents with China, particularly in the Spratlys, a reputedly oil- and gas-rich chain of islets claimed wholly or in part by the Philippines, China, Malaysia, Brunei, Vietnam and Taiwan. The Philippines has accused China of repeated intrusions into Philippine-claimed territories in the West Philippine Sea that lie well within its exclusive economic zone.

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On Friday, Oban said the AFP had recorded no new foreign intrusions in the area since June. "That means we're doing good in terms of our presence," he said. "What I'm saying is there are fewer incidences of intrusion unlike the first four to five months of the year when we have seen increased level of intrusion," he said. He said the AFP would maintain "vigilance on all fronts" in protecting Philippine waters. "Our mandate is to patrol our exclusive economic zone. Whether there is threat or not we have to enforce maritime and environmental laws," Oban said. **Source :** ShipTalk

SIGMA FRIGATES FITTING OUT



Above and left seen the Moroccan SIGMA class frigates **613** and **614** fitting out at the Damen-De Schelde Naval yard in Vlissingen

Photo's :

Hans Reints ©

French lawyer in submarine probe deported from Malaysia

Malaysia has deported a French lawyer representing a human rights group in an inquiry into alleged corruption linked to Prime Minister Najib Razak, according to an activist. The Malaysian government has dismissed the graft allegations linked to a \$1.1-billion submarine purchase in 2002, when Najib was defence minister, saying it is an opposition-backed attempt to smear his image. "William Bourdon was deported late Friday to Paris on Malaysia Airlines carrier," E. Nalini, programme manager of human rights group the Voice of the Malaysian People (Suaram), told AFP. Bourdon,

Suaram's lawyer in France, was arrested early Friday by immigration officials when his plane arrived at Kuala Lumpur International Airport on a domestic flight from northern Penang island. At the request of Suaram, French judicial officials opened an investigation in March 2010 into the sale of the two Scorpene submarines, which were made by French shipbuilder giant DCNS.

Malaysian officials said Bourdon was deported because he had violated his social visit visa by giving a speech at a dinner in Penang organised by Suaram on Thursday. The lawyer had visited Malaysia previously. Suaram condemned the authorities' action, claiming his arrest was unlawful. "The arrest was unlawful and the government has been unfair to deport Bourdon," Nalini said. Suaram alleges DCNS paid a commission of 114 million euros (\$160 million) to a company called Perimekar, which is linked to Abdul Razak Baginda, an associate of Najib's. Abdul Razak has been acquitted of charges of abetting the 2006 murder of his mistress, Mongolian interpreter Altantuya Shaariibuu, which the opposition has also been trying to link to Najib. But Najib has denied any link to that case. The Malaysian government has also maintained that the submarine deal, brokered when Najib was defence minister, was free of graft and that Perimekar had not improperly benefited. **Source : Channel News Asia**

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Wilhelmsen Ships Service integrates Nalfleet chemical business

WILHELMSEN Ships Service (WSS) has completed its first phase of integration of the Nalfleet marine chemicals business from Nalco UK since acquisition in December 2010, into its Wilhelmsen Chemicals manufacturing plant in Tonsberg, Norway. This has involved the move of Nalfleet customer services and logistics operations into the WSS network, with a long-term view to review the acquisition's offering of marine chemicals portfolio and consolidate product lines. Its acquisition of marine services provider Unitor and merger into the umbrella of WSS has created a strong brand, and with addition of Nalfleet we can offer a strong chemicals solution, said WSS business director Graham Hunter in a company statement. "Ultimately, our aim is to become the premium chemical solutions provider for the marine industry." "Our vision for the next three to five years is to transform our customer's experience from one where we reliably deliver a product range to that of a consultative partnership, delivering technical expertise and after sales service," he added of an industry which faces challenges of growing environmental compliance, fuel quality, waste water, crew training and safety. Its aims for research and product development will offer its customers an integrated, compliant cost-effective solution despite changes in regulation and advances in technology, Mr Hunter added. Wilhelmsen Ships Service has the world's largest maritime services network, with 4,600 marine professionals servicing 2,200 ports in 125 countries. **Source : Schednet**

India and Sri Lanka sign MoU to develop new port

The Hindu newspaper reports that India and Sri Lanka have signed a Memorandum of Understanding to develop Kankesanthurai (KKS) port, the first deep water facility being re-built in the northern peninsula of Sri Lanka. The KKS port was rendered useless after the LTTE repeatedly attacked it when the outfit controlled the surrounding areas. The port was key in connecting the Jaffna peninsula with the rest of Sri Lanka and also regional destinations, particularly India.

"KKS will give the north a window to the world and restore both regional and domestic connectivity," said Indian High Commissioner to Sri Lanka Ashok K. Kantha, after signing the MoU with the Sri Lankan Secretary in the Ministry of Ports and Highways Sujatha Kure. The Hindu said the new port will significantly reduce the transit time of goods from and to India, Bangladesh, and the area and propel economic activity in the north, a region that is trying to find its feet after about three decades of civil war.

The main problem in re-building the port is the presence of six ship wrecks. The contract to remove the wrecks has already been awarded to a Singapore-based firm. The company will start work over the next couple of days. It will complete this work by November this year. Indian public sector engineering consultants RITES has already begun work on preparing a detailed project report. This is expected to be ready in August this year. Once Sri Lanka approves the DPR, India will begin work on deepening the port. The minimum draft will be at least eight metres.

Sri Lankan Deputy Minister for Ports and Highways Rohitha Abegunawardhane said that Sri Lanka will take up construction of the quays and the breakwater. This work is expected to take about two years. **Source : Dredging News Online**

Super long stroke engines to be built in China

MAN Diesel & Turbo reports that an order has been placed for up to 25 new ships which will be powered by MAN's super long stroke S90ME-C9 engines, to be built by Chinese licensee CMD. The order from Seaspan Corporation of Canada is for seven 10,000TEU containerships, with an option for 25 more newbuildings. The ships are to be built by Jiangsu YangZiJiang Shipbuilding; each ship will have a 10-cylinder main engine. The MAN B&W 10S90ME-C9.2 engines to be installed in Seaspan's newbuildings will in addition feature MAN TCA turbochargers built in Augsburg, Germany.

According to MAN, container ships in the 8,000TEU to 10,000TEU range have opted for its K98 type engine. Energy efficiency optimisation in the market has led to such ships sailing at lower speeds, and this trend has led to the adoption of larger propellers driven by engines rotating at even lower speeds. By adapting the aft hull design to accommodate larger propellers, ship designers have been able to achieve an expected overall efficiency gain of around 7% with a slower-speed, longer stroke engine optimised for reduced ship speed, in comparison with the conventional engine choice.

Canada based Seaspan Shipmanagement and MAN Diesel & Turbo collaborated closely on the choice of main engine for its expanding fleet of newbuilding container ships. MAN says that the owner initially considered the MAN B&W K98ME-C engine, but ultimately settled for the super long stroke 10S90ME-C9 type on account of its superior fuel efficiency, a choice that required a redesign of the newbuildings' aft-ship to accommodate the lower engine rpm and larger propeller diameter. Seaspan has previously built ships at YangZiJiang Shipbuilding with 6K80MC-C engines built by CMD in China.

Ole Grøne, senior vice president promotion & sales, MAN Diesel & Turbo said: "We continuously keep a close eye on developments and trends within the shipping sector and have watched with interest the increasing demand for lower engine speeds and larger propeller diameters within the container segment. While our portfolio of engines already matches a broad reach of requirements, we have specifically introduced the super long-stroke S90ME-C9 to market to satisfy current trends and are very happy with its immediate adoption in the major shipbuilding markets." **Source : The Motorship**

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UAL AFRICA LAUNCHED AT HOOGEZAND



Calculations and tests show less friction which enables

Herewith some spectacular pictures of the **UAL Africa** launch. Built by Bodewes shipyard, Hoogezand according to a new concept (without a bulbous bow), It's called the Axe concept and apparently the Vikings already applied this principle on their vessels.

Photo left & below : Rob Smith ©



the use of an 6 cyl. i.o. a 8 cyl. main engine. At the service speed of 13 knots this would result in a 25 % fuel reduction compared to UAL's conventional vessels. This will be put to the test on Sept. 22nd when seatrials will take place from Delfzijl. Next day is the handover and the maiden voyage is scheduled for Sept. 24th to Aberdeen

Photo top left and below : Arie Boer ©



Hanjin Resumes Japan-Le Havre Service

The Port of Le Havre said Hanjin Shipping resumed service between Japan and the French port on July 15 after several years without any Japanese service to the French port. The service, which Hanjin operates together with NYK Line, started just after the South Korean carrier suspended the Asia-Europe NE5 service. Hanjin operated it jointly with its partners in the Green Alliance, formerly the CKYH alliance, between Cosco, "K" Line, and Yang Ming. Hanjin deploys one vessel with a capacity of 8,500 20-foot equivalent units on the loop, which it calls the Japan-Europe Network Service (JEN), and NYK calls the EU Loop A.

The service has the following port rotation: Kobe, Nagoya, Shimuzu, Tokyo, Yantian, Hong Kong, Singapore, Jeddah, Rotterdam, Hamburg, Southampton, Le Havre, Singapore, Hong and Yantian. Le Havre said the service provides a transit time of 33 days on the eastbound leg from Le Havre to Tokyo, 39 days on the westbound leg from Kobe to Le Havre. **Source: Journal of Commerce**



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Whalewatching on **Union Fighter** at Block 31, Angola
Photo : Capt. Patrick Longueville ©

Hellas: Ship owners increase purchase of second handships during Q2

Hellenic ship owners have upped the pace of secondhand ship purchasing activity during the second quarter of the year, posting a 30% increase compared to the first quarter of the year, according to a report from Piraeus-based shipbroker Golden Destiny. The report said that this upward trend is mainly due to a 85% quarter-on-quarter rise in their bulk carrier investments and it is high likely that their positive buying momentum for dry units will continue as they wait asset prices to drop further during the summer season before committing to new deals.

"Their buying interest is mainly centered in the bulk carrier and tanker segment, as 48% and 26% respectively of their secondhand ship purchasing activity is being recorded in these segments, while their interest for container units has indicated a significant drop of 30% from the January-March period. The total investment of Greek owners for secondhand units is estimated to be region \$2 bn for 87 vessel acquisitions during the first half of 2011, 7 transactions reported with undisclosed sale price, down by 49% from a similar period in 2010 when their buying momentum in the bulk carrier segment was up by 62% from today's levels. However, Greek owners are still outpacing Chinese players as they buying more tankers than their rivals" said the report.

Meanwhile, according to statistical data, Chinese players are more active in the buying of secondhand bulk carriers as they have concluded 7 more deals, while in the tanker segment their activity is down by 80% from the Greek acquisitions. Overall, the first half of the year ended with Chinese players buying 74 vessels at a total invested capital of region only \$756 mil, 3 transactions reported with undisclosed sale price, down by 75% from the total amount of money invested from Greek owners. It is worth emphasizing that Chinese players are targeting more at vintage bulk carrier units, showing almost no interest for other segments, while Greek owners are seeking also for opportunities in the container segment and opt for more modern and larger size units in the bulk carrier segment.

"The main question is how confident shipping investors feel under the current market fundamentals. Statistics data show that market players are still active as in the previous year, but there are some signs of weakness towards primary investments, mainly in the bulk carrier segment where secondhand and newbuilding activity have fallen by 36% and 32% respectively from the first half of 2010. Overall, the semi annually transactions in the secondhand and newbuilding market are 1,511 in total, indicating a 19% decline in the secondhand market from the first half of 2010 in contrast with only a 6% drop in the newbuilding market. It seems that investors are feeling more secured by investing in newbuilding units as they hope that earnings will retrieve at healthier profitable earnings upon vessel's delivery without realizing that via their newbuilding investments they add more pressure and prolong the early recovery of the market. The total invested capital in the secondhand and newbuilding markets seems to be far more than \$75 bn, but it is difficult to estimate it with proximity as more than 500 transactions are reported with undisclosed sale or contract price.

Shipping investments are still appealing for the market players due to price opportunities in the secondhand and newbuilding market. Overall, 610 vessels reported to have changed hands at a total invested capital of more than \$10 bn with bulk carriers grasping 32% share of the total volume of secondhand transactions, tankers 28%, liners 12% and containers only 9%. There has been a sharp fall in the buying momentum for bulk carriers and containers, 36% and 48% respectively, where it seems that there is a wide gap between buyers' price ideas and sellers' expectations, in contrast with the tanker segment where the drop is only 13% as asset prices seem that remain at their bottom lows.

As we move towards the traditionally low summer period it remains to be seen how market players will react as their investments have already changed direction from the 2010 buying trends. Secondary investments such as gas tankers, containers and offshore projects have gained more strength in the newbuilding market, since the outlook for the dry and wet market remains pessimistic without expectations for a short term recovery. During January – June 2011, the ordering activity in the container segment has almost ten folded with 226 contracts reported worldwide comparing to only 21 new orders in 2010, while in the gas market the activity has almost doubled and in the offshore segment is more than doubled" said Golden Destiny's analysis.

"As we enter the third quarter of the year, it is difficult to estimate the investment decisions of the market players as the market sentiment is vague and secondary investments have stepped in more aggressive than last year. However, we feel that bulk carriers and tankers will be more attractive investment opportunities in the secondhand rather in the newbuilding market, with their secondhand purchasing activity posting firmer levels and their newbuilding business being in a retreat mode" the report concluded. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The **MAERSK VISUAL** seen at the Westerscheldt River enroute Terneuzen - Photo : Henk de Winde ©

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Maersk Line names new WAFMAX ship after Calabar

World's largest container shipping company, Maersk Line, has named one of its new 22 West Africa MAX (WAFMAX) container vessels after the Nigerian city of Calabar, the capital of Cross River State. The vessels' CO2 emission stands at 59 grams per TEU for dry containers and 90 grams for reefers; both much lower than the industry standard of 81 grams for dry containers and 115 grams average for reefers. The new 4,500 twenty feet equivalent unit (TEU) capacity ship was commissioned on Monday at an impressive naming ceremony at the Lagos Port Complex, Apapa by the wife of the governor of Cross River State, Mrs. Obioma Liyel-Imoke, who is also the ship's Godmother.

The new WAFMAX vessels are the largest container ship able to call West Africa and are claimed to be the most fuel-efficient, using 30 percent less fuel per container moved than the industry average on the Asia-Africa trade. The vessels' CO2 emission stands at 59 grams per TEU for dry containers and 90 grams for reefers; both much lower than the industry standard of 81 grams for dry containers and 115 grams average for reefers. In his commemorative speech at the christening ceremony, which attracted several dignitaries including the governor of Cross River State, Senator Liyel Imoke and the wife of the governor of Lagos State, Mrs. Abimbola Fashola, vice president Africa Services of Maersk

Line, Anders Boenaes, said that the vessel was recently built by the world's leading ship builder, Hyundai Heavy Industries in Korea and is on her maiden voyage. He disclosed that more than 2 billion dollars was spent in total on building the WAFMAX vessels. The vessel, according to him, was built using the latest technology and equipped with its own cranes. "But that is not her only claim to fame – more importantly, along with her 21 sisters, she is the largest container vessel able to service West Africa – and therefore there is no more obvious place to welcome her to West Africa than here in Lagos", Anders stated. Anders also commended the Captain of the ship and his officers and crew, who he said have safely brought the vessel and her cargo across the high seas to Nigeria; travelling a distance of 10,500 nautical miles or almost 20,000 kms from Asia, "battling strong winds and big waves around the Southern tip of Africa, past the Cape of Good Hope to Lagos". Managing Director of Maersk Nigeria Limited, David Skov, said that the

WAFMAX vessels are purpose-built to provide Maersk Line's Asian customers with direct services to West African ports. "The ships are 250 metres long with a draught of 13.5 metres, the maximum size allowable in West African ports. Some of the vessels will be equipped with onboard cranes to enable calls at ports without standing cranes", he stated at the event.

The growth of the African market, according to him, combined with physical infrastructure not developing at the same speed, has created a demand for ships with special designs that are able to match the maximum capacity of the ports. The former Head of Interim National Government Ernest Shonekan, special adviser to the President on Special Duties Senator Isaiah Balat, President of Manufacturers Association of Nigeria Kola Jamodu, Managing Director of Nigerian Ports Authority Engineer Omar Sulaiman, Managing Director of APM Terminals Apapa Mr. Dallas Hampton, Executive Secretary of Nigerian Shippers Council Captain Adamu Biu and several others attended the event. **Source: Independent**

Maasvlakte project on schedule



Construction of Maasvlakte 2, the massive expansion of the Port of Rotterdam, is proceeding according to schedule, says the port. Currently work is focusing on building the seawall, dredging the quays for the container terminals and preparations for the construction of infrastructure such as roads, intersections, railways and cables and pipelines.

*At **FUTURELAND** the development and works at Maasvlakte 2 can be followed by the public on the large displays.*

Photo's : Piet Sinke ©

The port says the first few metres of track have already been laid for the rail service to the new facility, which should start running at the end of 2012. The 160km 'Betuweroute' will be able to handle hundreds of freight trains destined for to the German border every day. The contractor for the Maasvlakte 2

project, PUMA, has reclaimed more than 195 million of the 240 million cubic metres of sand needed for the first stage of the project. The first ship is due to moor on the quay in 2013. **Source : Dredging News Online**





The recently renamed **MAERSK PEARY** seen outbound from Rotterdam, the nameplate on the wheelhouse was still showing her former name **JUTUL**

Photo's : Jan van der Klooster ©

OLDIE – FROM THE SHOEBOX



The port of Willemstad (Curacao) seen in yester years - **Photo coll. Joop Kooijman**

.... PHOTO OF THE DAY



Above seen the **ORATEGA** on passage up the River Humber towards Goole.

Photo : Pete Elsom - Ship Support Limited ©

BOEKBESPREKING

Door : Frank NEYTS

“Reeds Knot Handbook”

Bij Adlard Coles Nautical verscheen een klein maar buitengewoon interessant boekje onder de titel “**Reeds Knot Handbook. A pocket guide to knots, hitches and bends**”. Jim Whippy tekende als auteur.

Dit handig, op klein formaat uitgegeven zakboekje beschrijft de meest gebruikelijke knopen, gebruikt zowel aan boord als op land. Iedere beschreven knoop wordt opgedeeld in duidelijke stap-voor-stap tekeningen, een foto van de afgewerkte knoop, en achtergrond informatie zoals de sterkte, de zwaktes en wanneer best te gebruiken. Een perfect heugensteuntje voor de ervaren zeeman, en een ideaal leerinstrument voor de beginner. Of een knoop nu gemaakt is voor een zware last, om gemakkelijk te openen, of die goed werkt in vochtige condities of gemaakt is uit verschillende soorten touw, met dit boekje kan men de juiste keuze maken voor welke omstandigheid dan ook. Het boekje bevat een schat aan informatie!

“**Reeds Knot Handbook**” (ISBN 978-1-4081-3945-5-6) kost £7.99 en telt 128 pagina's. Bestellen kan via de boekhandel, of rechtstreeks bij de uitgeverij Adlard Coles Nautical, 38 Soho Square, London W1D 3HB,UK. www.adlardcoles.com

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