

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 211



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The 1971 built CHRISTOS XXIV (ex Fairplay IX) seen arriving in Willemstad (Curacao)  
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## EVENTS, INCIDENTS & OPERATIONS



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The **ASSO Ventidue** is renamed **Atlantic Raven**, in the Imperial Dock, Leith last Wednesday.

Photo : Iain Forsyth ©

## Ship fuel salvage starts



Left : Operators move equipment along a line to the stricken tanker, **MT Phoenix**, from the rocks at Christmas Bay at Sheffield Beach, north of Durban.

The critical ship-to-shore operation to transfer fuel from the shipwrecked **MT Phoenix** to road tankers to avert an environmental disaster on the North Coast got under way in earnest on Friday. "If the gods smile on us, we should have the fuel off by Saturday night," Captain Nigel Campbell, the manager of the **South African Maritime Safety Authority (Samsa)** southern region, said. The operational area has been declared out of bounds to the public for safety reasons, with access restricted to salvage and environmental experts.

But sightseers have been flocking to Christmas Bay at Sheffield Beach to catch a glimpse of the wreck on the rocks and the ongoing salvage operation. "We've had major problems with



sightseers, but now the municipality and the police have come to the party (to manage the influx of vehicles and people)," Campbell said. All the costs for the salvage of the [Phoenix](#) would be borne by the South African government, Campbell said in a letter to local residents to keep them up to date with the operation. But he was unable to confirm media reports that the bill could cost taxpayers up to R333 million. He said: "It is going to be very expensive, but how long is a piece of string?"

The risk to the environment would remain high until the 400 tons of diesel had been removed from the ship, Campbell said in his letter. He apologised in advance to residents for the noise from a Puma helicopter used to transport personnel and equipment, and from the generators that had been taken on board because the ship had no power.

Members of the salvage team, who live in Cape Town, are renting two houses just minutes from the scene, and a local homeowner has allowed the Puma, from Starlite Helicopters, to land in his garden. The 40-year-old tanker, which carried no cargo and ran aground in wild seas on Tuesday, was on her final journey from West Africa to India and was destined for the scrapyard. The crew is to be repatriated home, but the captain and the ship's engineer will stay here and were on Thursday using their knowledge of the ship to help the salvage teams.

Reports that the 15-man crew from India had not been paid could not be confirmed, but Campbell said it was normal to pay a delivery crew at the end of a successful voyage. Saying the teams had on Thursday reported a "pretty good day", Campbell said that all the rubbish – bits and pieces and oil drums – had been cleared from the deck and the operation to pump out the fuel was expected to start at first light on Friday. Jan de Bruin, the operations manager for Drizit Environmental, brought in to ensure there was no spillage, said everything was under control.

"There is no sign of pollution and no danger of the ship breaking up. The Phoenix is behaving very well in the rough water," he said. There was some small damage, but that was being repaired, Campbell said. Watched by fascinated onlookers, the scene was a hive of activity on Thursday as preparations were laid to pump the fuel from the stricken ship.

The Puma lifted 15 men and heavy equipment to the ship; the Phoenix was inspected, pipes and pumps set up and electricity installed. One airlift was made to pick up the Indian crewmen's passports and other important documents.

At one stage, six 20-litre drums containing ropes and welding gear that was being airlifted in three cargo nets ended up in the sea when a rope broke. After a team cleared 40 empty oil drums from the front of the ship, Captain Saroor Ali, Samsa head of operations on the shore and Samsa's East Coast regional manager, said this was to make space for the helicopter to hover without being damaged. The team was also trying to make space for a chain that was attached to the anchor.

"It will then be pulled through to the other side and attached to the tug boat to secure it. We know that the ship hasn't moved since becoming stuck on the rocks, but we want to take all necessary precautions," he said. Ali emphasised that, while the operation was dangerous, Samsa was optimistic about the outcome. He was unable to say how long the entire process should take.

"We can't jump to the third step (getting the ship back on its course) without finishing the second (draining the ship of fuel)," he said. Even after the 400 tons of fuel had been removed, the salvage teams still had to get rid of other pollutants, like dirty oil and paint, that was on the ship, Campbell said. Ali explained that the lines taking the fuel from the ship to the tankers on the road would span about a kilometre. "We have to examine the temperatures because that would affect the viscosity (thickness) of the oil and in turn affect how long it would take to pump it out via the pipes we place," he said.

The fuel was not "heavy" so the process would "be quick". Meanwhile, Samsa has still been unable to trace the owners of the ship. "They have disappeared into a hole in the ground," Campbell said. Samsa had a piece of paper stating the tanker had belonged to [A&K Shipping](#) in Panama, he said. "We still think the principals are Nigerian, but cannot confirm that." The matter will come before the High Court next Thursday for the final order to be made.

Val van Dyk, who lives near the wreck site, said she was very concerned about the "permanent damage" that would be done to the beach should the fuel leak. "This is very serious and I hope the ship is removed soon," she said. Chris Braund, of Umhlanga, who saw the ship when he was travelling back from Empangeni, said he was concerned about the environmental impact a spill could have. Meanwhile Sue Dewar, whose hobby is photography, said she had journeyed from Vryheid to see the ship.

"People asked me why I came all the way here for this when I could have seen snow right on my doorstep. I've seen snow before – you don't see this everyday," she said gesturing to the ship. **Source : The Independent on Saturday**

# Bemanning Maltees schip in haven van Gent blijft aan boord

Sinds 6 juni 2011 ligt de tanker **Eleousa Trikoukiotisa** aan de kade in de Gentse haven. De kapitein en de bemanning blijven op eigen verzoek voorlopig op het schip zolang zij nog over voldoende brandstof en proviand beschikken. Dat blijkt na een overleg tussen diverse betrokkenen op woensdag 27 juli op initiatief van het Havenbedrijf Gent. De kapitein hoopt dat er alsnog tegen 5 augustus een oplossing komt voor het schip en de bemanning. Tegen die dag zullen alle voorraden immers op zijn. Op dinsdag 26 juli leverde de scheepsagent nog 3.000 liter brandstof aan het schip voor de generator die elektriciteit opwekt. Hierdoor kan er twee maal zes uur per dag elektriciteit gemaakt worden, genoeg voor verwarming, verlichting en het fris houden van de koelkasten. De bemanning kan hierdoor de voedselvoorraden degelijk bewaren. Intussen werden ook nog bijkomende levensmiddelen aangekocht. Zodoende beschikken de zeelieden nog over proviand. Woensdagmiddag 27 juli mandateerden de kapitein en de bemanning de Internationale Transportfederatie (ITF) om de uitbetaling van de lonen te bekomen en een eventuele repatriëring naar hun thuisland door het Rode Kruis voor te bereiden.

Het Havenbedrijf Gent volgt de toestand van de bemanning en het schip op de voet op en streeft naar een degelijke, snelle oplossing. Het is een jarenlange traditie dat het Havenbedrijf Gent de nodige partners consulteert indien het welzijn van de bemanning van een schip in het gedrang komt.

De Maltese tanker **Eleousa Trikoukiotisa** ligt sinds 6 juni 2011 vast aan het Kluizendok toen de motor het begaf. De bemanning wacht op de nodige wisselstukken. Intussen rezen er problemen met de uitbetaling van de lonen van de zeelui voor juni en juli. Op woensdag 20 juli werd er beslag gelegd op het schip in naam van een brandstofleverancier. Het Havenbedrijf Gent leverde op vrijdag 22 juli 20.000 liter drinkwater. Het Havenbedrijf besloot daarop zich paraat te houden om de 12 bemanningsleden bij te staan, want de brandstof en de voorraad proviand geraakten op. Het Havenbedrijf consulteerde inmiddels de nodige partners in het belang van het welzijn van de bemanning en de paraatheid van het schip. Indien nodig worden er voedselpakketten voorzien in samenspraak met het Gentse OCMW. Samen met het Rode Kruis wordt de repatriëring van (een deel van) de bemanning naar het thuisland voorbereid.



The **AL SAMRIYA** visited the GATE terminal in Rotterdam – Europoort – Photo : Frans de Lijster ©



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Photo : Arie van Dijk ©

## **NYK Conducts Joint Accident-Response Drill with the Japan Coast Guard**

NYK conducted an accident-response drill together with the Japan Coast Guard on July 26 based on a mock scenario having NYK LNG carrier **Al Khor** spill oil in Tokyo Bay followed by NYK's cooperation with the Japan Coast Guard to address the accident. NYK conducts accident-response drills about 10 times a year, but this drill was part of the company's Remember Nako-no-se Safety Campaign, which has been conducted throughout July every year.



A summary of the exercise is provided below.

**Al Khor**, an NYK LNG carrier (gross tonnage: 111,083 tons), collides with a containership proceeding southward after departure from the port of Tokyo. The collision takes place north of the Naka-no-se ?D? buoy. Crew members on board Al Khor are injured, and oil leakage is seen from a hole at the rear starboard-side of the vessel's hull.

- Based on the assumption that **Al Khor** was in a serious accident, NYK establishes a crisis management headquarters with the ship-management company in response to the urgent report to the management company from the vessel.
- **Al Khor's** crew members report information about the accident to the third Regional Coast Guard Headquarters (operations center) and request the Japan Coast Guard to conduct rescue operations for injured crew members.
- To minimize oil leakage from the hole in the vessel's hull, NYK handles the accident at its crisis management headquarters with seeking directions from the third Regional Coast Guard Headquarters. Through this drill, we were able to reconfirm the importance of cooperation with related parties, such as the Japan Coast Guard, and the appropriate communication of information by NYK and NYK LNG Shipmanagement Ltd., an NYK Group ship-management company.

The NYK Group will continue to proactively conduct joint drills with related organizations, such as coast guards and public offices in related countries, so that the company can remain prepared for every possible contingency. Source: NYK Lines

## MINING EQUIPMENT DELIVERED IN MOMA



Offshore discharging of Malfamede Island, Mozambique and beach landing in MOMA of mining equipment by **COMARCO** using the Exposed Beach Operating System.



Photo's : Philip Fay ©

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## Norwegian wants YOU to name their two new ships

The cat's out of the bag with Norwegian Cruise Lines, better known as "NCL." With the huge success of their newest ship, the Norwegian Epic, they are hungry for more fame and success with announcement of not one, but two new "super ships" coming out in Spring 2013 and 2014. They even named this huge ordeal, "Project Breakaway" to signify the impact this will have on their company and the average traveler. Epic has already set new heights for the cruise industry with a floating Blue Man Group show, an onboard ice bar, a cirque-style dinner show, and over 20 dining options.

To even further the excitement and publicity, NCL has teamed up with USA Today and is asking you to name the two new ships in their "Cruising for Names" contest. They are specifically looking for names that signify the theme of NCL and "project breakaway." Creativity is a plus and judging will also be based on the name backing up the idea of a break from reality on these two new innovative ships.

You can submit as many names as you wish, but one per entry and it must begin with "Norwegian." The contest is open to those residing in the U.S. and Canada (excluding Quebec). The grand prize is a trip for two to the Christening Ceremony (in Spring/Summer 2013) with roundtrip transportation, airfare, a balcony stateroom on the inaugural embarkation and more! If you want to be a part of maritime history, click here to [enter](#)! This contest ends August 14, 2011. Source : USAtoday / Examiner



The **ZHEN HUA 26** seen departing from Amsterdam passing the IJmuiden locks bound for Zeebrugge

Photo : Ruud Coster ©





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## Jumbo Shipping delivers 51 monopiles in 7 voyages



Jumbo Shipping has successfully transported 51 monopiles from EEW's manufacturing plant in Rostock, Germany, to Barrow-in-Furness in the UK. The monopiles' final destination was DONG Energy's Walney Offshore Windfarm 2. When the contract was awarded, the first shipment was only seven weeks away, during which time Jumbo engineered all shipments and designed and manufactured saddles for the monopiles. Within this short period of time all was ready and approved by the Marine Warranty Surveyor.

Jumbo's HLV **Fairpartner** made six consecutive voyages carrying eight monopiles at a time: two in the hold and six on deck. The largest monopile weighed 806 metric tons and measured 68 meters in length and 6.5 meters in diameter. In order to improve the delivery schedule, DONG Energy asked Jumbo to employ HLV **Jumbo Vision** to transport the last three monopiles. The transport engineering plus design and fabrication of the

stoppers for the sea fastening of the monopiles was done within only two weeks' time.

At Barrow-in-Furness, the discharging of the monopiles was done round the clock in order to make the port stay as short as possible. Jumbo's shallow draft vessel entered the port during high water. After entering the dock gate had to be closed and no marine traffic was possible. Each discharge operation of eight monopiles was completed within 36 hours.

By transporting as much as eight monopiles per voyage, Jumbo was able to complete the project in a substantially small number of voyages and thus reduced the project's environmental impact. The project shows that Jumbo is very well equipped for transporting monopiles to Offshore Windfarms. In previous projects Jumbo proved to be highly capable of installing transition pieces offshore. These two services, transportation and Offshore installation, complement each other well, which makes Jumbo the ideal subcontractor for Offshore Wind projects.





## CASUALTY REPORTING



### 59-year-old passenger ferry sinks in İzmir

A passenger ferry transporting approximately 300 passengers was leaving İzmir's Konak dock for Karşıyaka when it hit the lighthouse off of Konak Pier. All passengers were evacuated safely. According to its route, the ferry was supposed to pass in front of the lighthouse but hit it on its starboard side. The reason for its change in route has not yet been determined.

After hitting the lighthouse, the ferry immediately began to take on water. Though difficult, Cpt. Abdurrahman Özdemir was able to return the ferry to Konak Pier. The 300 passengers were evacuated with no injuries and deaths resulting from the accident. Police arrived at the scene and kept passengers and passers-by away from the pier.

The ferry sank shortly thereafter. The alleged cause of the accident was the locking up of the rudder. Experts said that major factors to consider in the 59-year-old ferry's accident are its age and metal fatigue. Ferries in this condition should be scrapped and replaced with newer models, the experts emphasized. Source : Today's Zaman

## NAVY NEWS



The patrol ship "**Haijian 50**" seen moored at a quay in East China's Shanghai, July 23, 2011. "**Haijian 50**", a 3,000-tonner, was officially added to the patrol fleet of China Marine Surveillance, China's marine supervisory organ, Saturday. **Photo : Xinhua**

## Agreement Reached on U.S. Destroyer Deal

An agreement to build the second and third **DDG 1000 Zumwalt-class** destroyers for the U.S. Navy was announced July 26, assuring the continuation of shipbuilding work at Maine's Bath Iron Works (BIW) shipyard and providing for the construction of all three planned ships in the class. The three 14,500-ton DDG-1000-class will be among the stealthiest surface ships ever built. (Huntington-Ingalls Industries) "The Navy has reached an agreement with General Dynamics-Bath Iron Works for pricing, terms and conditions for DDGs 1001 and 1002," Sean Stackley, the Navy's top acquisition official, said in a statement.

"This is an important step in the process to ensure a fixed price contract in line with the Navy's 'should cost' estimates," Stackley said. "While we continue to complete final mechanics of the contract award, we can proceed with funding material and other work to keep 1001 and 1002 on track, until actual contract award before the end of the Fiscal Year."

The announcement was first made by the office of Sen. Susan Collins, R-Maine, who has long championed construction of the ships. "This is incredibly welcome news for Maine and is a testament to the highly skilled, hard-working men and women at Bath Iron Works," Collins said in a statement. "My goal has always been to help ensure a steady work flow at BIW and a strong industrial base for shipbuilding. That is why, despite repeated efforts in the House to cut funding, I fought hard for full funding for all three DDG-1000 ships, and I am delighted that an agreement has been reached."

The Navy and General Dynamics -- parent company of Bath Iron Works -- had said little about the state of negotiations over the ships' construction. In a June 27 letter to Rep. Chellie Pingree, D-Maine, Navy Secretary Ray



Mabus wrote that the parties remained "significantly apart, not only on pricing of the two-ship contract, but also on important contract terms and conditions." Behind the scenes, however, both sides expressed confidence that an agreement would eventually be reached.

Construction of the Zumwalt (DDG 1000) has been under way at Bath since February 2009. The ship now is about a third complete, and a keel-laying ceremony is scheduled to be held in November.

Major sections of the ships are being built inside a giant "ultra hall" at BIW, specially constructed to build the DDG 1000s. Other significant work is being done by Huntington-Ingalls Industries and by Raytheon. Work on the second

ship, the Michael Monsoor (DDG 1001), has been proceeding with long-lead construction items, but a definitive construction contract is necessary to take construction to the next levels. Procurement of long-lead items for the yet-to-be-named DDG 1002 is also being carried out. The Navy and General Dynamics had once hoped to reach contract agreements on the ships in early 2010. But a host of factors intervened to delay and extend the negotiations. Chief among the obstacles was a Nunn-McCurdy review brought about by the Navy's decision to build three, rather than seven units of the class, thus increasing the unit cost.

Resolution of the Northrop Grumman shipbuilding situation was also necessary to proceed. Northrop, the original prime contractor for the DDG 1000, announced in early July 2010 its intention to spin off its shipbuilding operations, a process which culminated this spring with the formation of Huntington-Ingalls Industries. Congress' failure to agree last fall on a 2011 defense spending bill also prevented any new construction starts - another hurdle which was cleared this spring by the passage of the defense appropriations act.





Above seen **HMNZS ENDEAVOUR** anchored in Madang Harbour, Papua New Guinea on a recent visit (16 Jul 11).

Photo : Fraser Toulmin - HMNZS ENDEAVOUR ©

## Full steam ahead for China's aircraft carriers

News sure travels fast when it's on the mainland's aircraft carrier - or carriers. As soon as Beijing officially confirmed it's refitting a Ukrainian flat-top - which, for some time, has been the worse kept secret - word has spread it is building two more carriers from scratch.

Both are being constructed at the Jiangnan Shipyard in Shanghai, according to a source with ties to the Communist Party. Another report says up to four flat-tops are planned and will likely be near copies of the Varyag, the Ukrainian vessel.



Ukrainian naval engineers are said to be preparing to leave for the mainland in September, apparently to help with the building. At the same time, Beijing is believed to be working on a carrier-based fighter derived from the Russian Su-33 - dubbed the J-15 - and is planning to use its JL-9 jet trainer to bring pilots up to speed for carrier landings and takeoffs. Defense Ministry spokesman Geng Yansheng, meanwhile, said the refurbished ship -

which has yet to be renamed - will be used only for research and training and will not be deployed as part of a battle group. And those comments, defense experts said, are yet another strong indication Beijing plans to build carriers of its own. **Source : Hong Kong Standard**



The USS **ABRAHAM LINCOLN** seen during the Navy Week in the Port of Los Angeles  
Photo : **Bob Duckson** ©

## SHIPYARD NEWS



On 26th of July 2011 **Damen** handed over yardnr. 567312, m.v. "**Stade**" to the Owner Rederei Fischer and they will leave Shanghai at the beginning of next week and head for Brazil. This is the last vessel of this very successful CF11.000 series that was built by **Damen Yichang Shipyards** for Damen Shipyards Gorinchem and again we managed to create a beautiful vessel as you can see in above picture. The project manager want to thank all people who contributed to this achievement for their outstanding efforts. Photo : **Damen Yichang Yards**





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## Ship-building industry needs smooth clearance

Bharati Shipyard Ltd is currently building five ships at its manufacturing facility in Gurupur, said Pavithran A, Additional General Manager (Production and Engineering), Bharati Shipyard Ltd. Speaking on "Ship-building in India - challenges and opportunities" hosted by The Institution of Engineers, Mangalore Local centre and the Institution of Valuers, Mangalore branch, in the city on Tuesday, he said that the ships under 3 construction at the 90 acre-yard in Gurupur include two ships (of 78 m height and 1,800 tonnes) for Germany, two (of 105 m height and 2,900 tonnes) for Norway and one for Brazil. Together, the ships cost Rs.1,200 crore and they have to be delivered by 2011-12. A medium-sized ship destined for Europe for use in oil rigs costs Rs.300 to Rs.400crore, he said. "The Government has to be friendlier to the ship-building industry," said Mr. Pavithran. The industry has to get clearances from various departments. Customs bonding and movement of goods between the bonded and non bonded areas is also fraught with procedures, he added. **Source : safety4sea**



The 2 funnels of the newbuilding **DISNEY FANTASY** seen at the Meyer Werft in Papenburg, the fwd funnel is ready as can be seen, on the right seen the aft funnel in the primer ready for installation on the passengerliner

**Photo : Henk Lichtenberg ©**

## Ukraine hopes for Singapore's assistance in shipbuilding

Ukraine considers the development of its relations with Singapore as a priority direction in its foreign policy in the Asia-Pacific region and confirms its readiness for mutually beneficial cooperation, the head of the Main International

Relations Department of the Presidential Administration of Ukraine and advisor to the Ukrainian president, Andriy Honcharuk, has said, Interfax-Ukraine reports.

The president's press service reported that a delegation from Singapore, headed by the envoy of Singapore to Ukraine Tony Siddique, held a meeting with Ukrainian officials on Tuesday, during which they discussed a number of issues of cooperation.

Special attention was paid to the fulfilment of agreements achieved by the sides during the state visit by Ukrainian President Viktor Yanukovich to Singapore on March 27-29, 2011.

During the meeting, the sides noted the need for the step-by-step, systematic realization of the achieved agreements at the highest level, in full and on schedule. In particular, it is important to start the work of the Ukraine-Singapore Business Council, which is to become a mechanism of cooperation development between the two states, Honcharuk said. The sides also discussed the prospects for the joint implementation of promising projects in Ukraine. In particular, they discussed Singaporean investments in shipbuilding and port infrastructure in Ukraine. The sides confirmed their mutual interest in using the experience and resources of Singaporean companies to implement the Affordable Housing and LNG Terminal projects, as well as in Ukraine's preparations for hosting the Euro 2012 European Football Championship.

## **Mosvold cancels another vessel at Batamec shipyard**

Mosvold Supply has cancelled another anchor handling tug supply (AHTS) vessel at Otto Marine's Batamec shipyard, Seatrade Asia online reports. Singapore-listed Otto said Mosvold Supply III had cancelled Hull No. 7049 and demanded refund of payments and interest totaling \$29.4m. It is the latest vessel to be cancelled by Mosvold out of a series of four it ordered from Batamec. "The company is currently being advised by its lawyers on its next course of action," Otto said. Otto will be reversing the profits booked on the deal and this will impact its 2011 full year financial results.

Source : PortNews

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The **SPAARNEGRACHT** seen arriving in Willemstad (Curacao)

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

## Discovery Cruise Line to sell ship, cease operations

Discovery Cruise Line, which runs day cruises from Fort Lauderdale to Grand Bahama Island, will stop operating for good in September, a spokeswoman said. Spokeswoman Roberta Backus said she believes the company's ship, Discovery Sun, is under contract with another company. She said she wasn't aware of who was buying the 1,200 passenger ship or what the selling price was.

"The ship will remain in service under another owner," she said. She didn't know where the ship would be based or when it might start cruising again. Discovery announced in May that service would be suspended in early September due to required servicing of the ship. In June, the company said it was discontinuing its itinerary "because of its lack of profitability given its current pricing and the volume of passengers carried annually." The ship will continue sailing from Port Everglades through Sept. 6, Backus said. Source : [miamiherald.com](http://miamiherald.com)

## Indonesia to Construct Ports in Papua

State port operator PT Pelabuhan Indonesia II (Pelindo II) is scheduled to construct two new ports in Indonesia, one in Kalibaru of North Jakarta, and another in Sorong, Papua. Having signed a Rp 11 trillion loan with PT Bank Mandiri, the bank's CEO Zulkifli Zaini confirmed on Tuesday that this standby loan was scheduled to be used to finance the Kalibaru port project, should Pelindo win the rights to build the port. The tender process for this North Jakarta port project is still ongoing at the Ministry of Transportation.

Zulkifli Zaini said that the bank believed Pelindo II was the correct choice for the mega-projects. "Pelindo II excels in these projects because the company has indeed met the necessary requirements," Zulkifli said on Tuesday. The cost of the Kalibaru port project will cost an estimated Rp 20 trillion. The North Kalibaru Port would add up to 6 million TEUs, or twenty-foot equivalent units, of cargo capacity to the existing Tanjung Priok Port in North Jakarta. The construction of the facility is expected to be completed in 2017. Richard Joost Lino, CEO of Pelindo II, added that Pelindo II was also working toward plans to construct a Rp 1 trillion port in Sorong, Papua. He added that 30 percent of total investment value for the port in Papua would come from Pelindo, with the remainder coming in from private sectors. Pelindo II will put the project up for tendering process this year, and expects construction to begin in 2012. The state company has formed a consortium with major shippers to build this port - PT Pelayaran Tempuran Emas Tbk, PT

Samudera Indonesia Tbk, PT Meratus Line, and PT Salam Pacific Indonesia Line (SPIL). State-Owned Enterprises (SOEs) Minister Mustafa Abubakar said that the project construction would support the development of Indonesia's eastern region. "The port is expected to be operational by 2013," said Abubakar. Source : TEMPO Interactive

## Danaos cuts loss sharply with a 35pc second quarter revenue surge

GREEK containership owner Danaos has reported a net loss of US\$231,000 for the second quarter year on year compared to US\$14.7 million in the red for the same three-month period last year. But with the addition of 10 ships to its fleet, quarterly charter revenue surged 35.2 per cent on a year on year to \$114.8 million compared to US\$84.9 million in the second quarter of 2010.

The company, which has 56 ships and a further nine on order, blamed losses on interest rate swaps and higher loan expenses for remaining in the red, reported Newark's Journal of Commerce. Net income totalled US\$16.1 million in the second quarter against US\$17.2 million a year ago, and adjusted pre-tax profit to US\$78.4 million from US\$59.4 million. "During the quarter, we saw continuing erosion of the box rates, which in the end affected also the charter rates and some weakening was experienced due to charterers subletting vessels and the suspension of a number of transpacific and Far East-Europe services," said CEO John Coustas. "In terms of financial results, we see a steady increase quarter on quarter in our net income as the new ships come on stream despite the one off items which still drag down our performance," he said.



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## DFDS, Louis Dreyfus Jointly Bid for French Shipping Line



The SEAFRANCE RODIN – Photo : Lourens Visser ©



Troubled SeaFrance operates freight and passenger ferry service between Calais, France, and Dover, U.K. Denmark's DFDS, northern Europe's largest short sea carrier, and French ship-owner Louis Dreyfus Armateurs, on Tuesday launched a joint bid for certain assets of SeaFrance, a financially troubled French ferry operator.

The companies didn't give financial details of their bid for the subsidiary of French state railway SNCF that has been in bankruptcy protection since June 2010. Sea France operates freight and passenger ferry service between Calais, France, and Dover, U.K., deploying four ships. DFDS, which paid \$475 million for Norfolk Line, the ferry unit of Denmark's A.P. Moller-Maersk, in 2010, said the Sea France bid reflects its strategy of building a pan-European shipping and logistics network. Louis Dreyfus Armateurs is active in several markets, including bulk, offshore and ferry shipping. The bid is subject to certain conditions, including approval by the relevant competition authorities. If the bid is successful, DFDS and Louis Dreyfus will form a jointly owned company, with DFDS the majority shareholder, to acquire the assets of Sea France. Louis Dreyfus' LD Lines ferry unit and DFDS's service between Dover and Dunkirk, France, would be transferred to the joint company. **Source : The Journal of Commerce Online**

## **DryShips to buy OceanFreight for \$118 mln**

DryShips Inc, a Greece-based dry cargo shipper, said it would acquire smaller rival OceanFreight Inc for \$118 million to increase the number of large ships in its fleet when asset prices are low, Reuters reports. The Baltic Exchange's main sea freight index, which tracks rates to ship dry commodities, has lost over a quarter of its value this year as vessel oversupply outpaces demand to ship commodities. This downturn has sent average vessel prices down 65 percent from 2008 all-time highs. A capesize ship is currently valued at \$20 million, while a panamax would cost \$16 million. OceanFreight owns four capesize and two panamax vessels with an average age of six years and tonnage of 859,622 tons. It has also contracted to buy five Very Large Ore Carriers (VLOC) with a combined deadweight tonnage of about one million tons.

In contrast, just 24 percent of DryShips' fleet of 37 ships is capesize, the bigger class of dry bulk ships. Capesizes and panamaxes are ideal to transport coal and iron ore -- demand for which are being driven by China and India. "The merger with OceanFreight offers us a unique opportunity to renew DryShips fleet, increase our presence in the Capesize/VLOC sector and augment our fixed revenues," DryShips CEO said in a statement. DryShips has sold eight older vessels since early last year to replace those by acquiring vessels or fleets with fixed-rate employment and financing in place.

DryShips would pay \$11.25 in cash and 0.52326 of a share of its drilling unit Ocean Rig UDW Inc, for each share of OceanFreight. The deal, which is expected to close in the fourth quarter, values OceanFreight share at \$19.85 -- or 110 percent more than the stock's Monday close of \$9.47. "Bulkers older than ten years will likely be the hardest hit as charterers prefer newer tonnage when available, and the long remaining useful life on younger ships can substantiate a premium valuation," Deutsche Bank analyst Justin Yagerman said in a note.

Evercore Partners advised DryShips while Fearnley Fonds ASA served as the adviser to OceanFreight board. Shares of DryShips edged 1 percent lower to \$3.78 before the bell on Tuesday. OceanFreight shares rose 83 percent to \$17.35.

**Source : PortNews**

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## **Falling freight rates, increasing lay-ups depress charter market prices**

THE charter market for containerships is slipping fast in the face of sliding freight rates and increasing lay-ups, according to Alphaliner analysts, which adds that current trends indicate charter rates will fall even more by the end of the year. Maersk, MSC, CMA CGM continue to be active charterers, but CSAV is re-chartering surplus ships. Alphaliner

says CSAV's continuous cutting of services will result in the Chilean carrier removing 100,000 TEU from its slot capacity by the end of August. Further capacity could be lost if rates continue to fall. The top-four charterers - Maersk, MSC, CMA CGM and CSAV - account for more than 25 per cent of all fixtures. Any slowdown by any of them will have a significant impact on the market, it said. Because of uncertain market conditions, more charterers are unwilling to sign longer-term deals. This trend is aggravated by the fact that owners have had to accept short charters in an increasingly fragile market as demand weakens.

Both the number of fixtures and the fixture periods have declined significantly since April. Charter rates have dropped by 11 per cent on average in the last three months, with all size segments affected. Rates are likely to drop in coming months as demand slackens. In June, the number of reported fixtures reached at the lowest level this year. The average duration of fixtures was cut from 10 months at the beginning of this year to seven months currently. **Source : Schednet**

## **V.Group bought by OMERS Private Equity for \$520m**

OMERS Private Equity has bought V.Group, owners of the world's largest shipmanager for \$520m. V.Group said that OMERS would support the further growth of the global supplier of shipmanagement and related marine including offshore services. V.Group owns shipmanager V.Ships, which has over 1,000 vessels under management.

"V.Group has a tremendous future and the management team is excited in working with our new partners in the next chapter of growth in our business," said Clive Richardson, ceo of V.Group. As reported by Seatrade Asia Week in January this year V.Ships is keen to grow its presence in Asia with acquisitions set to be part of its expansion strategy.



**TSINGTAO EXPRESS** seen passing the **OOCL BELGIUM** in "het Killejtje" enroute Antwerp  
**Photo : Henk de Winde ©**

## **Evergreen starts Kaohsiung-Cebu weekly service with 950-TEU ships**

EVERGREEN has launched its direct KCS service from Kaohsiung to Cebu to provide more a convenient service for short-sea shippers and a connection to its ocean shipping network. The KCS service will use one 950-TEU ships on a weekly sailing. The maiden sailing is undertaken by the Uni-Chart vessel, starting from Kaohsiung with a rotation of Kaohsiung, Cebu, Kaohsiung.



Evergreen said the KCS service with its existing Taiwan-Manila service TMN will offer shippers sufficient slots and a more extensive near-sea coverage. Source : Schednet



## First Bourbon GPA 696 design delivered

The first of 10 inspection maintenance and repair (IMR) ships built to the GPA 696 design from Guido Perla & Associates (GPA) has recently been delivered to Bourbon Offshore. GPA was responsible for the concept design, regulatory package, and final design for these vessels, which are being built at the Zhejiang Shipyard in China. The value of the order has been put by Bourbon at around €450 million.



The highly manoeuvrable DP-3 and FiFi-1 certified GPA 696 IMR vessels are equipped with three 1,686kW azimuthing drives, two 843kW tunnel bow thrusters, one 843kW drop-down azimuthing bow thruster delivered by Schottel and six 1,235kW Cummins generators, as well as one 1,235kW auxiliary generator and one 450kW emergency genset. The configuration of the environmentally friendly diesel-electric propulsion system, including two engine and two electrical rooms, creates full redundancy in accordance with DP3 requirements. GPA says that the diesel-electric propulsion system results in reduced maintenance cost and improved station-keeping at offshore installations, and significantly increases crewmember safety. Because of its design and standardisation, GPA believes its 696 IMR series can compete with more expensive, similar-sized vessels, reducing operational cost to the customer by up to 20%.

The deck equipment of the 100m vessels includes one 150t at 10m radius main crane, which can lower packages to a depth of 3,000m and one 40t at 9m radius deck crane. Both cranes, with built-in swell compensation systems, cover the entire 1,200m<sup>2</sup> deck surface to ensure handling and storage of packages over the entire area. The SOLAS-certified IMR vessels have significant below-deck cargo capacities, capable of carrying 380m<sup>3</sup> of methanol, 2,541m<sup>3</sup> ship's

ballast, 1,080m<sup>3</sup> fuel oil and 749m<sup>3</sup> fresh water. The vessels are equipped with a helideck designed for a Super Puma Helicopter EC225.

The vessels have been designed to be able to adapt to different operational needs and can serve as a stimulation vessel, rescue vessel, hotel vessel or provide light intervention on wells while offering onboard meeting rooms, offices, lounges and comfortable cabins. The vessel design allows for the following configurations:

- ROV vessel: 2 ROVs can be used at the same time.
- Deck cargo: maximum deck cargo is 2,080t, with an equivalent 18,512m-t deadweight vertical moment.
- Hotel vessel: accommodation for 105 people on board under comfortable working conditions.
- Mini-FPSO vessel: Increased freight loading capacity with a storage capacity of 24,000 barrels of crude oil.
- Oil well intervention vessels: support of interventions on oil wells for measurement and cleaning.

One feature of these vessels is the ability to operate both cranes and both ROVs simultaneously over the complete operating envelope of the vessel without any restrictions. These vessels are certified to satisfy the current IMO deterministic and probabilistic damage stability requirements.

With these 10 GPA 696 IMR vessels, the number of GPA-designed 600, 200 and 100 series offshore vessels, including PSVs, AHTS and FSVs, already serving the industry or currently under construction has increased to over 140, reinforcing GPA's claim to be a world-leading naval architect for the offshore industry **Source : The Motorship**

## MARITIME ARTIST CORNER



'ESVAGT CAPELLA' Oil on canvas by Willem Eerland - [www.tableau-maritimecards.nl](http://www.tableau-maritimecards.nl)

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## OLDIE – FROM THE SHOEBOX





Above seen **S.S STATE OF BOMBAY**, a cargo / passenger ship owned by the shipping Corporation of India, at the Seychelles in 1966. **Photo : Ramesh Khare ©**

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



The Norwegian Royal Yacht **NORGE** seen sailing through Rorvik harbour (Norway) on 30th of June 2011.  
**Photo: Hans van Nieuwenhuizen ©**

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