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**Landfall's brandnew NEPTUN 11 departed from Hong Kong on 22nd August 2011 for her maiden trip with a double tow of two crane barges for Obi Island. The photo was made by Capt. Radboud Polee just after departure "whilst looking behind from the bridge of the NEPTUN 11".**

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## EVENTS, INCIDENTS & OPERATIONS



Above seen **AVRA** Towage's **NORTHWIND** arriving in Sydney with a barge in tow from Singapore. After dropping off the barge she is proceeded to Newcastle for her next assignment and sailed there on the 23<sup>rd</sup> with two hopper barges in tow for Auckland New Zealand.

Photo : Ian Edwards - [www.shiphoto.com.au](http://www.shiphoto.com.au) (c)

## RESOLVE Marine Group Acquires Elliott bay design group's New Orleans office



**RESOLVE Marine Group, Inc.** (RESOLVE) has acquired the staff and assets of the Elliott Bay Design Group's (EBDG) New Orleans, Louisiana office. The addition of former EBDG personnel in New Orleans expands RESOLVE's in-house engineering team, creating a new company and wholly owned subsidiary RESOLVE Engineering Group, LLC. The Group will support RESOLVE's extensive worldwide operations while continuing to serve both former and new clients as a full-service naval architecture and marine engineering group. RESOLVE Engineering Group, LLC provides new design, salvage engineering, modifications, feasibility studies, stability analyses, forensic engineering, incident response and damage stability plan development among other services to support shipyards, and vessel owners and operators in the public and private sectors, in the U.S. and worldwide. RESOLVE President and CEO, Joseph E. Farrell, Jr. said, "This talented design team adds a new dimension to our growing RESOLVE Marine Group organization. Having an expanded team of professional naval architects and engineers on board allows us to fulfill our desire to greatly expand our damage stability plan writing and response services. By broadening the services we offer the maritime industry, we are adding value for our worldwide clients." Michael Walker, former EBDG General Manager, who leads New Orleans-based RESOLVE Engineering Group, LLC said, "I speak for everyone here in New Orleans when I say how excited we are to be on board the RESOLVE team. It has been our mission to build the New Orleans group in depth and in disciplines. Now, with RESOLVE's strong support and the resources available to us, we anticipate momentum in our growth and strengthened market position on the Gulf and East Coasts. "

## Four indicted in Coast Guard vessel repair kickback scheme

A Norfolk, Virginia, federal court grand jury last week indicted Danielle Daniese Ferreira, 35, her husband, Henry Ramon Ferreira, 37, both of South Mills, N.C., Tracia Christian-Young, 41, of Bridgeport, Conn., and Wallace Mack Haggins, 45, of Cape May, N.J. The four are charged with conspiracy, theft of public money, wire fraud, illegal gratuities, false statements, and money laundering in connection with a kickback scheme involving Coast Guard vessel repair contracts.

Neil H. MacBride, United States Attorney for the Eastern District of Virginia made the announcement after the grand jury returned its superseding indictment. According to court documents, Lieutenant Danielle Ferreira of the U.S. Coast Guard held the position of Type Desk Manager in the contracting section of the Coast Guard in Norfolk. Beginning in



May 2009, Lt. Ferreira began recommending contracts to Strategy One, LLC for repairs on U.S. Coast Guard cutters on the East Coast. Strategy One, LLC was opened in February 2009 and was owned and operated by Lt. Ferreira's cousin, Tracia Christian-Young in Connecticut. From May through September 2009, Danielle and Henry Ferreira received almost \$100,000 in kickbacks from Strategy One and another contractor. The kickback money was laundered through business bank accounts owned by Danielle and Henry Ferreira by Wallace Haggins, a Coast Guard recruiter who was a friend of Lt. Ferreira.

The investigation was conducted by Department of Homeland Security, Office of Inspector General and the Coast Guard Investigative Service. Assistant United States Attorney Stephen W. Haynie is prosecuting the case on behalf of the United States. **Source : MarineLog**



The 1979 built **NORGAS ENERGY** seen disembarking the pilot after departure from Willemstad (Curacao)

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


## Baltic index at near 5-month high, demand firm

The Baltic Exchange's main sea freight index , which tracks rates to ship dry commodities, rose to its highest in nearly five months on Tuesday driven by further iron ore cargo bookings to China on the larger capesize vessels. Nevertheless, brokers said growing world financial turmoil, tighter bank financing and rapid fleet growth would keep dry bulk freight rates under pressure in the coming months. The overall index rose 3.3 percent or 50 points to 1,565 points, up for the 10th straight session and at its highest since the end of March. It has risen over 23 percent since first moving higher on Aug. 10.

"We had been expecting a correction in the second half of this year -- recent rises have been very strong, and the market seems to have tightened," said Will Fray, senior analyst with consultants MSI. "It's likely to be related to a short-term, localised, squeeze on cape tonnage." Brokers said firm iron ore cargo bookings to China from Australia and Brazil, together with support from freight derivatives contract buying, had bolstered rates over the past week. "A 40 percent increase in the Baltic capesize average since last Tuesday has brought new life to the dry bulk market. Rates have not been stronger since January," said broker Lorentzen & Stemoco. "Front-haul capesize rates have improved with higher demand for iron ore shipments from mining companies coupled with relatively fewer vessels available in the Atlantic, giving owners leverage to push rates higher." Earlier this month the index dropped to its lowest in more than three months after falling for 18 consecutive sessions. It has remained erratic and has declined nearly 8 percent this year. The Baltic's capesize index rose 5.25 percent on Tuesday, with average daily earnings rising to \$18,000 a day and at their highest since early January. Capesizes typically haul 150,000 tonne cargoes such as iron ore and coal. The Baltic's panamax index rose 1.04 percent. Average daily earnings for panamaxs, which usually transport 60,000-70,000 tonne cargoes of coal or grains, reached \$13,158. Brokers said they were watching for further economic developments in China, which had been a vital supporting factor for the freight market. Analysts said ship supply

continued to act as a major drag on the dry freight sector. "We note that Chinese iron ore inventory levels at port still remain quite high, and we would look for inventory declines to signal a more sustainable recovery," Deutsche Bank said. "We note the market is still oversupplied and the current limited prompt cape tonnage may just be temporary as a result of recent Chinese weather issues." Worries over the health of the world economy have signalled more pain and even bankruptcies among dry bulk ship owners, who face a glut of new vessels ordered when times were good.

Source : Reuters



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The **SAMBA** seen outbound from the IJmuiden locks – Photo : Simon Wolf (c)

## Navy ship stops drug haul off San Diego coast

A San Diego Navy ship saw unexpected action off the coast of Southern California on Saturday morning when it intercepted 1,800 lbs. of suspected drugs, officials said. The **New Orleans**, an amphibious ship whose usual job is carrying Marines on deployment, was out on training exercises when it was diverted to help a 20-foot Mexican fishing boat that had been reported as looking disabled. As the Navy amphib approached, it got reports that the Mexican boat's crew was dumping contraband overboard, officials said Monday.

So the **New Orleans** put about 20 sailors and two rigid-hull inflatable boats in the water to recover the floating objects, with help from a Navy MH-60 helicopter flying overhead. A U.S. official said the substance is suspected to be

marijuana. The Mexican Navy took custody of the fishing boat crew. The Navy handed the suspected contraband to the U.S. Coast Guard, which is investigating the incident, according to the Navy's Third Fleet.

The **New Orleans** is one of three ships in the Makin Island amphibious ready group, which is preparing for an upcoming deployment. The **Makin Island** launched one of its Helicopter Sea Combat Squadron 23 aircraft to assist in the capture. The 87-foot Coast Guard patrol boat **Petrel**, also from San Diego, participated, as well. **Source :** [sigonsandiego](#)



Under full sail, inward bound for Ipswich, the **Oosterschelde**, passes the outward bound **HANJIN SPAIN**.

**Photo : Jonathan K. Simpson (c)**

## Stranded ship's 21 crew members repatriated

The distress call from **Samho Jasper**, a third ship stranded off the coast of Dubai, has finally yielded an answer from the authorities. The 21 crew members of **Jasper** were repatriated last week, almost a month after Khaleej Times highlighted their plight. The Dubai Maritime City Authority (DMCA) and Dubai Port Police with the support of the Dubai Municipality ensured that the crew members were properly compensated for by paying their dues before they were repatriated, while also ensuring payment to local service providers, the DMCA announced on Tuesday.

"**Samho Jasper**, which has been renamed Golden Lake, is now out of Dubai waters. DMCA successfully coordinated with the Port Police, the Harbor Master's office, Korean Consulate and the Korean owners and operators to safely manage the offshore situation and ensure a swift resolution of the outstanding issues," the Authority said in a press statement. Owned by the floundering Korean company Samho Shipping, which was forced to shell out \$9 million to pirates for the release of the supertanker **Samho Dream** last year, Jasper was the third vessel belonging to the same company to have stranded in Dubai waters. **Samho Crown** and **Samho Dream** also have been at anchorage in Port Rashid.

Khaleej Times had run a series of reports about the daunting life of the seafarers on board the three vessels who endured non-payment of salaries, shortage of food, water and fuel and disrupted communication network after Samho Shipping applied for bankruptcy. Subsequently, the distressed crew members of **Samho Crown** and **Samho Dream** were repatriated and new crew members were appointed to man the vessels after the local authorities intervened to resolve their predicament.

DMCA said **Jasper's** crew members who were from Indonesia and Myanmar, had endured several months without pay and at times with limited supply of water and power, relying on DMCA and the Dubai government to intervene on their behalf with healthcare and logistics support. The authority added that the other two stranded tankers are being monitored and remain in a warm layup status. Noting that Samho Shipping is now emerging from the reorganisation,



DMCA said Samho representatives had flown into Dubai last week to discuss with DMCA how best to reactivate the tankers and resolve all outstanding issues.

Acknowledging that the KT reports added pressure on all parties involved to speed up the negotiations, DMCA Advisor for Maritime Strategy James Walsh said the Authority was proud of successfully resolving the deadlock in the Samho crisis in Dubai waters with the help of the other local government departments, the owners, the flag, class and agents of the ships.

"DMCA successfully facilitated negotiations with the parties involved that allowed the maritime authority to work out a solution without having to resort to litigation that could potentially take years to resolve. The successful resolution of this matter underlines the commitment of the Dubai Government to protect the interest of stakeholders in the maritime sector and to support the sustainable growth of the industry," the DMCA statement said. **Source :** [Khaleejtimes](#)



The **DONAUGRACHT** seen departing from Willemstad (Curacao)

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



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The **VOS PREVAIL** seen in Esbjerg – Photo : Alex Houben ©

## Seaspan Accepts Fourth 13,100-TEU ship

Container ship owner-charterer expands operating fleet to 65 ships

Container ship owner-charterer Seaspan took delivery of the **Cosco Harmony**, the company's fourth ship with capacity of 13,100 20-foot-equivalent units. The vessel, built by Hyundai Heavy Industries in South Korea, is Seaspan's 10th new ship this year and expands the company's operating fleet to 65 ships. The **Cosco Harmony** is the fourth of eight 13,100-TEU ships ordered by Seaspan. The vessel is on 12-year charter to Cosco Container Lines. Seaspan has an additional seven ships scheduled for delivery through 2014.



The 2008 Damen shipyard built 145 mtr long **THORCO CHALLENGER** seen in Rio Grande  
Photo : Marcelo Vieira ©

## Navy Deploys Ships After Two Killed in Oil Rig Protest



The Navy deployed two ships on Tuesday to secure an oil drilling station in the northeast of the country after protestors attacked the facility, state media reported. Two people were killed on Monday when police opened fire to disperse dozens of protestors attacking the oil well on Tiaka island in Central Sulawesi, Antara news agency reported.

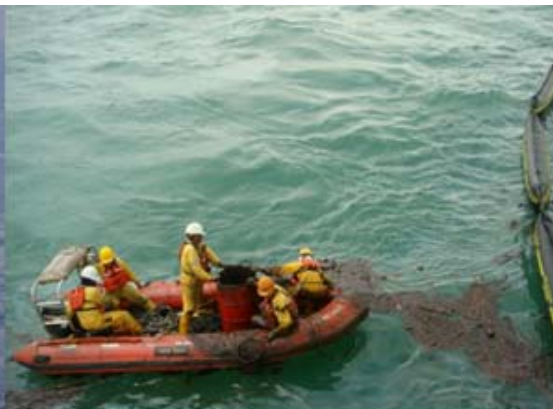
It was not immediately clear what triggered the rioting. "Two navy ships will patrol the area," local naval commander Colonel Budi Utomo was quoted as saying. The oil plant is jointly operated by state energy company Pertamina and Medco Tomori. **Source : Jakarta Globe**



Fugro's **Geo Endeavour** seen on the anchorage of Pointe Noire, 18-08-2011 - **Photo : Tom Mulder ©**

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## 3 killed as Cebu-bound ferry catches fire

Two female passengers and one crew member were killed on Sunday when a fast craft caught fire while sailing to Cebu City from Bohol, according to the report received by the Cebu Coast Guard station. At least 64 passengers and seven crew members were rescued before Island Fastcraft 1 of Island Shipping Corp. eventually sank past 2 p.m., about two hours after it caught fire about four nautical miles off Lawis Ledge in Talisay City, Cebu.

Commander Rolando Punzalan, Cebu Coast Guard head, said the vessel left Tubigon town in Bohol about 10:50 a.m. It was scheduled to arrive at Pier 3 in Cebu City at 12:20 p.m. But a fire broke out from the engine room at 12:10 p.m. while the vessel was about four nautical miles off Lawis Ledge in Talisay, said Punzalan. The fatalities were identified as Chief Mate Abelardo Torrevillas Sr., 57, from Tagbilaran City, Bohol; Matea Infiesto, 62, of Barangay (village) Bacani in Clarin, Bohol; and Nicitas Cabrera, 75, of Davao.

Physicians at the Tubigon Community Hospital said the three were already dead when taken to the medical center. Torrevillas succumbed to a heart attack while the two women drowned, according to hospital report. Punzalan said 64 passengers and seven crew members were rescued by crew members of Seajet fast-craft, which happened to be within the vicinity. All passengers and crew were taken to Tubigon Community Hospital. Of the number, only six, including a four-month old baby, remained confined. **Source : Inquirer Visayas**

## **NAVY NEWS**

### **Aquino to welcome new Philippine Navy ship**

President Benigno Aquino III welcomed the newly acquired Philippine Navy vessel, **BRP Gregorio del Pilar**, in Manila South Harbor, last Tuesday. The 378-foot vessel arrived in the Philippines August 21 after several weeks of voyage from Hawaii.

Aquino arrived at the the Manila South Harbor Pier 13, Aside from Aquino, the vessel was also welcomed by the Defense Secretary Voltaire Gazmin, Navy Flag Officer- in-Command Vice Admiral Alexander Pama, and Philippine Navy Fleet 15 Commanding Officer Captain Alberto Cruz. **BRP Gregorio del Pilar**, a Hamilton class US Coast Guard-Weather High Endurance Cutter, was purchased through the US Excess Defense Act using funds from the Department of Energy's Malampaya project.

The ship, which can carry up to 180 crew members and was first launched in December 1965, is classified by the Philippine Navy as a surface combatant ship. It is equipped with a helicopter flight deck, a retractable hangar and other facilities to support helicopter operations. The Philippine Navy has trained 13 officers and 82 enlisted personnel to man the ship.

The **BRP Gregorio del Pilar** was formerly used by the US Coast Guard for drug and illegal migrant interdiction, law enforcement, search and rescue operations, maritime resources protection and defense readiness. The Philippine Navy, meanwhile, will use the multi-mission vessel for maritime security patrols and search and rescue missions.

Specifically, the **BRP Gregorio del Pilar** will be deployed to air maritime security of the Malampaya project. **BRP Gregorio del Pilar** was turned over to the Philippine Navy last May 13 in ceremonies held at Coast Guard Island Alameda, California. Also present during the ceremonial welcoming were US Ambassador Harry Thomas and Manila Mayor Alfredo Lim. **Source : INQUIRER.net**

### **More than 10 new attack submarines**

**Russia will build more than ten new Graney attack submarines.**

A Russian military official told Itar-Tass that "more than ten" multi-purpose Graney subs will be built by year 2020. The number is higher than previously reported. Russian Navy Admiral Vladimir Vystosky earlier this month said that "at least" eight Graney vessels will be built. The Graney class Project 855 (in Russian "Yasen") are multi-purpose attack submarines. They are nuclear-powered and will all be built at the Sevmash yard in Severodvinsk.

The first Graney class sub, the "**Severodvinsk**", will start two-month-long sea trials in the White Sea in August, and it is expected to enter service with the Russian Navy by the end of 2011. The second submarine of this class, "**Kazan**", is entering its final stage of construction at the Sevmash shipyard in Severodvinsk outside Arkhangelsk. Construction of a third Graney class submarine is planned to begin in 2011. **Source : BarentsObserver**

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The newbuilding Moroccan Sigma corvette **613 Tarik Ben Ziad** returned at the builders Damen / De Schelde after yards trials at the Westerscheldt River – **Photo top : Henk Reurink - Below : Willem Kruit ©**



## MSC Ship: First USN Ship Visit to Vietnam Port in 38 years

Military Sealift Command dry cargo/ammunition ship **USNS Richard E. Byrd** left Cam Ranh Bay in southern Vietnam today, marking the end of a historic visit - the first by a U.S. Navy ship to the port in more than three decades. Byrd spent seven days at Cam Ranh Shipyard for routine maintenance and repairs that included underwater hull cleaning, polishing of the ship's propeller, repairing shipboard piping, and overhaul of the salt water cooling system that keeps the ship's engines cool and runs the air conditioning. Cam Ranh Bay is 180 miles north of Ho Chi Minh City, formerly called Saigon. From 1965 to 1973, Cam Ranh Bay was one of the largest in-country U.S. military facilities during the Vietnam War. MSC Ship Support Unit Singapore routinely contracts shipyards throughout Southeast Asia to conduct



maintenance and repairs on the command's Combat Logistics Force ships. The Navy saves both time and money by using multiple commercial shipyards throughout the region, reducing transit times to more distant shipyards, and thereby also reducing the amount of time these ships are off-mission. "Working at Cam Ranh Bay provides the U.S. Navy with an additional option to repair our ships efficiently and in a cost effective manner," said Navy Lt. Cmdr. Mike Little, officer in charge of MSC SSU Singapore. In addition, these ship visits foster positive relations between the U.S. and Vietnam.



"The U.S. Navy's return to a port symbolic of the Vietnam conflict proves that our two countries have come a long way in building relations over recent years," said Byrd's civil service master Capt. Lee Apsley. The U.S. normalized diplomatic relations with Vietnam in 1995. Cam Ranh Bay is a deep-water and sheltered harbor which can easily accommodate larger naval vessels with deep drafts. Byrd measures more than 680 feet in length and displaces more than 41,000 tons. "Maintenance was conducted efficiently and in a timely manner," said MSC SSU Singapore port engineer Anh Ho, who was on site to oversee the repairs. Byrd's repairs in Vietnam are the third such repairs on

MSC vessels in that country over the last two years: rescue and salvage ship USNS Safeguard completed repairs at Saigon Shipmarin Shipyard near Ho Chi Minh City in September of 2009. Cam Ranh Shipyard performed maintenance on Byrd in March of last year, but the work was performed at Van Phong Bay, located about 80 miles north of Cam Ranh Bay. Work was completed Aug. 22 and Byrd got underway today out of the harbor to return to normal duties as one of U.S. 7th Fleet's primary supply vessels operating in the Western Pacific. Byrd is one of MSC's eleven dry cargo/ammunition ships that operate worldwide delivering ammunition, provisions, stores, spare parts, potable water and petroleum products to U.S. Navy ships at sea. **Source : MarineLink**



The Singapore Police Coast Guard patrol vessel **PT 66 FIDDLER RAY** seen coming alongside one of the ferries which is serving the route Indonesia Islands (Bintan and Batam) and Singapore for an inspection **Photo : Piet Sinke (c)**

## SHIPYARD NEWS



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Above seen Seacastle's (S'pore) 68,135 Dwt 294 mtr long containervessel "**SCT ZURICH**" (Ex – MSC OLGA) docking at Cernaival Shipyard in the port of Algeciras. - **Photo : Enrique Pérez - Cernaival Shipyard (c)**

## FSG launches first of four Ro/Ro freight ferries

German shipbuilder Flensburger Schiffbau-Gesellschaft (FSG) recently launched **Seatruck Progress**, the first of four identical Ro/Ro freight ferries ordered by Clipper Group member **Seatruck Ferries Ltd.**

Set for deliveries between November this year and June 2012, the four FSG-designed sister vessels are intended mainly for service in the Irish Sea. The ships are 142 m long and 25 m. Each has a freight capacity capacity of 2,166 lane m on four decks and can also carry up to 151 trailers. They will be the largest ships to operate out of the northwest English port of Heysham. It was the size of this port that limited the length of the newbuildings to 142 m, allowing for the greatest possible load and optimal maneuverability in a port with limited available space. The deckhouse is located forward to allowun hampered loading of the upper decks. Two MAN 7L48/60CR common rail engines in each ship develop a total 8,000 kW while meeting the most rigorous emission and fuel consumption demands. That means not only emission levels, but also fuel consumption. FSG managing director Peter Sierk says the

ships will consume "up to 30 percent less fuel than conventional designs." In developing these ships, FSG engineers had to pay particular attention to the unfavorable weather conditions in the Irish Sea. "Designing a Ro/Ro ferry for the often difficult and rough Irish Sea means creating seakeeping characteristics which are well beyond the normal demands of that class," says Mr. Sierk, who says the ships will also exceed currently applicable stability criteria.

To provide the fastest possible loading and unloading in port, SAT lashing systems are being utilized that make manual lashing largely superfluous. "With this ship type," says Mr. Sierk, "we are expanding our portfolio by adding smaller but otherwise extremely efficient ships. In this way we will be even more attractive to many customers on a keenly contested global market." Current orders ensure work at the shipyard up to and into 2013. Apart from the four RoRo freight ferries for Seatruck Ferries, the yard is building another three freight ferries for Ulusoy Sealines in Turkey. Further projects, are currently in the planning stage. **Source : MarineLog**



Above seen the **COMBI DOCK IV** during conversion into **OIG GIANT II** at the LLOYD Werft in Bremerhaven  
**Photo : Capt Peter Franse ©**

## **Shanghai Waigaoqiao Shipbuilding gets order for four 206,000 dwt carriers**

China-based shipbuilder **Shanghai Waigaoqiao Shipbuilding Co. (SWS)** has received an order from Piraeus, Greece-based shipping company **Polembros Shipping** (Polembros), which includes four 206,000 dwt bulk carriers.



The new ships are due to be delivered in 2013. In March 2010, SWS had received an order of three 205,000 dwt bulk carriers from another Greek shipping company OceanFreight Inc. [Shanghai Waigaoqiao Shipbuilding Co.](#) is a fully-owned subsidiary of [China CSCC Holdings Ltd.](#) Source : Steel Orbis

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The **BAILEY TIDE** seen anchored off Singapore – Photo : Capt. Jelle de Vries (c)

## Port of Murmansk up for sale

Murmansk Port can get new owners by the end of the year, as both the state and the two largest owners put their shares out for sale. The largest stakeholders in Murmansk Sea Commercial Port, Specialized Project Investments and Laterium Commercial Limited, have decided to sell their 47,65 percent of the stocks in the port, Russian Business Consulting reports.

The trigger price for the shares is 7.5 billion rubles (app € 180 mill). The auction is scheduled for October 11. The total value of the port is estimated to 20 billion rubles (app € 480 mill). As BarentsObserver previously reported, the Russian state plans to sell its 25,49 percent stake in the port by the end of the year. Murmansk Port was last year included in a list of state-owned enterprises to be privatized. Specialized Project Investments and Laterium Commercial Limited are owned by Russian businessmen Nikolay Yegorov and Soslan Khorebov. They have been looking for a buyer for the

shares in Murmansk Port for a long time. In February, it was reported that oil tycoon Gennady Timchenko had sealed a deal, but this later turned out to be untrue.

Murmansk Sea Commercial Port has the capacity to handle about 20 million tons of goods per year. In 2010, the port handled 12,87 million tons, a drop of 14,8 percent from 2009. Analytics believe that coal companies might be interested in buying the shares that now are out for sale. Two of the largest exporters in the port are Siberian Coal Energy Company and Kuzbassrazrezugol **Source : BarentsObserver**



The **TRANS IBERIA** seen in Rotterdam - **Photo : Michel Kodde (c)**

### Shipping Corporation takes delivery of SCI PANNA

The Shipping Corporation of India Ltd. (SCI) accepted delivery of a 80 T BP Anchor Handling, Towing & Supply vessel "m.v. **SCI Panna**" 23rd August, 2011. SCI had signed contracts for acquisition of four nos. newbuilding 80 T BP Anchor Handling, Towing & Supply vessels with **Bharati Shipyard Limited, India**. The first vessel, "m.v. **SCI Panna**" is delivered to SCI on 23rd August, 2011 and the remaining three vessels are scheduled for delivery by the end of 2011. The vessel has a gross tonnage of 2,040 tonnes and deadweight of 2,001 tonnes. The vessel has been classed with IRS, equipped with DP I system and has been built to comply with the latest and most stringent international regulations.

In the offshore sector, SCI presently has a fleet of 10 vessels which were acquired during the eighties. These vessels have been dedicatedly serving the oil exploration and production sector in India for the last 25 years. The four AHTSVs ordered with Bharati Shipyard are 1st phase replacement of SCI's 10 AHTSVs & comply with superior specifications like Dynamic Positioning, Reverse Osmosis Plant and UKOOA compliance as required by Indian E&P operators, etc. As a National carrier, SCI has been aiming to increase its presence in India's offshore sector. To promote Indian Shipbuilding industry, SCI has ordered four AHTSVs of 120 BP capacity and two PSVs with Cochin Shipyard on nomination basis. The service of these vessels would be crucial to the E&P operators in the Indian Offshore sector. Apart from serving the nation's interest, the vessel would also strengthen SCI's fleet base as well as start a new era in its offshore segment. SCI today has a diversified fleet of 81 vessels which includes 11 offshore supply vessels. With addition of this vessel, SCI's fleet strength has increased to 81 vessels and has touched a new high of 5.815 million DWT. Acquisition of the vessel is in line with SCI's strategy of maintaining a modern and young fleet of vessels. The Company has 29 vessels on order at present and 10 of these are scheduled for delivery by the end of 2011. **Source :SCI**

## YAMAN ENROUTE FROM CHINA TO CHILE



**T.O.S.** delivers MT **Yaman** to Chile On the 19th of August 2011, the newbuild MT **Yaman** as seen leaving the Bonny Fair shipyard near the port of Guangzhou (China) for a ship delivery to Talcahuano (Chile). **T.O.S.** delivers the tug under full **T.O.S.** management to her final destination, and MT **Yaman** is the 3rd vessel **T.O.S.** delivers to her owners CPT Empresas Maritimas S.A. of Chile. The **T.O.S.** crew is due to arrive at the end of October, and we wish the crew of the MT **Yaman** a safe voyage!

Source: T.O.S.



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The **UNIVERSAL BARCELONA** seen westbound in the Singapore Straits last Tuesday – Photo : Piet Sinke (c)



## Viterra Ports Have Broken All Time Record

The record for annual grain exports shipped through South Australia's ports has been broken, with almost 7 million tonnes of grain exported from the State on behalf of 14 exporters since 1 October 2010. From 1 October last year to 31 July 2011, 6.84 million tonnes has been exported. The previous highest amount for the 1 October to 30 September period was 6.69 million tonnes in 2001/02. Mayo Schmidt, Viterra's Chief Executive Officer said the Company's strong leadership team in Australia had strengthened operational performance in the region. "The record shipping result is a positive reflection on Viterra's local management expertise. The efficient operation of Viterra's ports has ensured a highly competitive marketplace for South Australian grain and Viterra is committed to opening up new markets for Australian growers.

"We're expanding our international presence into South East Asia and recently opened a new marketing office in Ho Chi Minh City, Vietnam, to further support the development of new markets and complement our existing international network," he said.

Rob Gordon, Viterra's President South East Asia, said the record shipments had enabled Viterra to clear stocks from sites so the Company was ready to receive another large harvest. "We are consolidating our carry-in grain into fewer sites to maximise the capacity of the bigger sites and create as many delivery options for growers as possible," he said. Mr Gordon said the Company expected solid shipping to continue through August and September in the lead up to the 2011/12 harvest. "With the strong shipping to continue, we estimate the carry-in stocks across the State will be less than two million tonnes, which, considering last year's record harvest, is a great situation for growers," he said.

"Our harvest preparations are well underway and we look forward to working together with growers to ensure they can deliver their grain in a timely and efficient way." "Since entering Australia, Viterra has invested more than AU\$40 million in storage, transport, logistics, people and port terminal infrastructure for the benefit of Australian growers, marketers and international customers." **Source : Viterra**



The **ADMIRALENGRACHT** seen outbound from Rotterdam – **Photo : Ruud Zegwaard (c)**

## ISH to purchase ice-strengthened ship for new Waterman MSC contract

**International Shipholding Corporation** announced that wholly-owned subsidiary **Waterman Steamship Corporation** has been awarded a time charter contract with **Military Sealift Command**. The contract is for a firm one year period after which the Military Sealift Command will have three one-year options and one 11-month option to extend the contract. The time charter, which is scheduled to commence in mid-December, is expected to generate gross revenues of approximately \$10 million for the firm initial one-year period and approximately \$50 million if all the options are exercised. International Shipholding Corporation also announced that it entered into an agreement to purchase a 2000-built multi-purpose ice strengthened vessel to be named **GREEN WAVE** which will be used to service the contract. The company plans to fund the purchase with available cash and by arranging permanent financing.

Mr. Niels M. Johnsen, chairman and chief executive officer, commented, "We are pleased to have been awarded this contract and to continue our long-standing relationship with the Military Sealift Command. Consistent with our strategy, we have increased our contracted revenue stream and further diversified our fleet. We remain committed to continue to seek growth opportunities to increase our Company's long-term earning's potential for the benefit of our shareholders." **Source : MarineLog**



The 2007 built **SCHELDEBANK** seen departing from Amsterdam bound for Antwerp – **Photo : H.Blomvliet (c)**

## Danaos Corporation Adds One More 8,530 TEU Containership to Its Fleet

**Danaos Corporation**, a leading international owner of containerships, announced that on August 22, 2011, it took delivery of one more newly built containership, the **CMA CGM TANCREDI**, expanding its operational fleet to a total of 57 containerships aggregating 274,089 TEU. The **CMA CGM TANCREDI**, built at Shanghai Jiangnan Changxing Heavy Industry has a carrying capacity of 8,530 TEU, is 335 meters long, 42.8 meters wide and has a speed of 25.80 knots. The **CMA CGM TANCREDI** has commenced its 12-year time charter at a fixed charter rate immediately upon delivery. The annualized EBITDA run-rate contribution of the vessel is expected to be approximately \$12.7 mil. Iraklis Prokopakis, Senior Vice President and Chief Operating Officer of Danaos, commented: "We are pleased to announce the addition of one more large post-panamax containership to our fleet, implementing our strategy of forming one of the largest independent containership companies worldwide. Over the next 3 quarters, we shall take delivery of our remaining 8 newbuilding containerships with carrying capacity in excess of 90,000 TEU. All of them are capable of being fuel efficient in all speed ranges from super slow steaming up to maximum power, and all have 12 year charters in place. We are steadily heading towards transforming the already strong and increasing cash flows into bottom line results, firmly on course to creating value for our shareholders." **Source : Danaos**

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The Salvage tug **TTB SALVOR** seen operating in Indonesian waters - Photo : Piet Sinke (c)

## NWS delivers heavy-lift to the port of Tobolsk

**North-Western Shipping Company** (NWS) announced that the company's vessels have successfully delivered to the port of Tobolsk another cargo of heavy-lift equipment of 2000 tons for the construction of one of the world's largest polypropylene production complex.

The company's vessels the **Captain Galashin** and the **Captain Kuznetsov** carried at the first phase 564 tons of the cargo from Europe to Tobolsk in transit on the White Sea-Baltic Canal. At the same time, the Stella Prima and the Daniela of Jumbo Shipping transported 1.300 tons of equipment from South Korea and the European ports to Arkhangelsk with further transshipment of the cargo to a 'river-sea' vessel of North-Western Shipping and to an articulated tug / barge. Overall, there were five vessels that transported the heavy-lift cargo from Europe, Arkhangelsk to Tobolsk from July 7 to August 23.

The NWS' subsidiary Volga-Baltic Logistic was responsible for time-charter agreements. NWSC, part of VBTH, is a majority owned shipping asset of UCL Holding. The Dutch-registered **Universal Cargo Logistics Holding** (UCL Holding) is an international transportation holding comprising stevedoring companies of Sea Port of Saint-Petersburg and Universal Transshipment Complex; Tuapse and Taganrog ports; Volga Shipping, North-West Shipping and Western Shipping companies; a number of shipbuilding, shipping and logistics assets. The company operates a fleet of over 120 vessels with total deadweight of about 430,000 tons, including 97 'river-sea' ships, 7 barges, 8 tugboats and 9 auxiliary ships. NWS' annual shipping volume reaches about 6 million tons. Source: Port News





The **PACIFIC BRONZE** seen in the Singapore Straits last Tuesday afternoon – Photo : : Piet Sinke (c)

## Vietnam's Bien Dong Shipping China link adds feeder calls to Da Nang

VIETNAM's Bien Dong Shipping (BDS), a subsidiary of Vietnam National Shipping Lines, has unveiled a new central Vietnam service (CVS) routing Hai Phong, Da Nang, Ho Chi Minh, each with call every 10 days. Having a first run from Ho Chi Minh City to Da Nang, the company said in a statement that the call at Da Nang Port can link the central provinces with northern and southern Vietnam, which offers one more choice for its customers.



The **BIEN DONG TRADER** seen in the Singapore straits – Photo : Piet Sinke (c)

Besides, this service is designed to connect central Vietnam and northern Asia with Hong Kong, south China/Pearl River Delta, Shanghai, central China, and Busan, said the company statement. The Hong Kong agent for BDS is WM Shipping Agency (HK) Ltd. The north bound transshipment will end at Vietnam's northern port of Hai Phong City, and the south bound transshipment to southeast Asia will end at Vietnam's southern port of Ho Chi Minh City. Source : Schednet

## MSC to levy Asia-Med peak season charge of US\$225/TEU from September 5

GENEVA's Mediterranean Shipping Co (MSC) has announced a peak season surcharge on cargo from Asia to Mediterranean and Black Sea ports of US\$225 per TEU from September 5. The shipping line, the world's second largest after Maersk, will also add a \$100 per TEU congestion charge for cargo from Asia going into the Tunisian port of Port of Rades from August 25, reported American Shipper, which added that Tunisian ports were also charging \$72 per TEU.

MSC said it has also increased a congestion surcharge from \$140 to \$280 per TEU on arriving boxes at Conakry in Guinea. The fees increased to \$280 from \$140 per TEU and from \$280 to \$560 per FEU from August 18.

MSC has also warned of a possible surcharge for cargo moving on the Canada's St Lawrence River if water levels fall to reduce loading capacity at Montreal. In addition an Asia-South Africa surcharge, assessed from August 15, stands at \$150 per TEU and \$300 per FEU and 40-foot high cubed. Also coming in a \$300 per TEU surcharge for cargo between south east Asia and Australia.

MSC's Capricorn service on which the surcharge applies, rotates through Singapore, Jakarta, Fremantle, Melbourne, Sydney, Bluff, Port Chalmers, Lyttleton, Wellington, Napier, Tauranga, Brisbane and back to Singapore.

Also in the works for September 1 are MSC plans to raise rates by \$150 per TEU eastbound trade from north Europe to the Indian subcontinent, and by \$600 per TEU from Asia to the west coast of South America. **Source : Schednet**

## MARITIME ARTIST CORNER



One of the latest watercolours made by [Ronald van Rikxoort](#) is seen above, a Maersk vessel assisted by a KOTUG tug at Rotterdam Maasvlakte - See for more work of [Ronald](#) : [www.artabc.nl](http://www.artabc.nl)

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





Above seen the DLB **NorCe Endeavour** installing compressor modules at PTT's Erwan field in the gulf of Thailand  
**Photo : Cornelis Jagt - Solstad Offshore Asia Pacific Ltd (c)**

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