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**Birdseye view of the port of Ijmuiden with seen moored the ferry PRINCESS SEAWAYS and the ITC AHTS BLUSTER**

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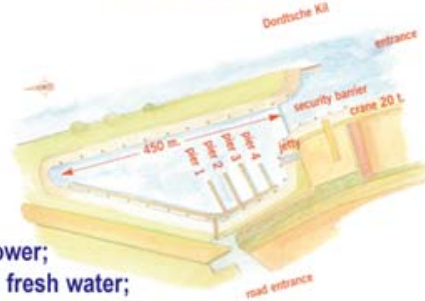
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**COSTA MAGICA** outbound from Harwich to Amsterdam on August 27 - Photo : Graeme Ewens (c)



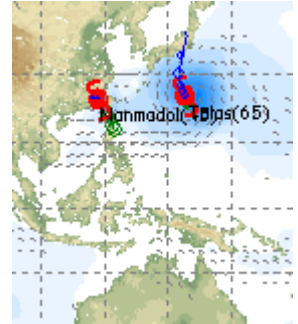
# Storm Nanmadol leaves 16 dead in Philippines

**Strongest typhoon to hit the Philippines this year is slowly moving away**

Tropical storm **Nanmadol** (locally known as Mina) left 16 dead, 21 injured, and eight people missing, many of whom were presumed dead, as it slowly moved away from Philippine territory, civil defence and weather bureau officials said.



As of 4pm local time, weather forecasters estimated Nanmadol at 340km northwest of Basco, Batanes, the northernmost part of the country, with maximum sustained winds of 95kph near the center and gustiness of up to 120kph. The storm, was moving west-northwest at 7kph and is expected to be 500km northwest of Basco by afternoon.



The local weather bureau warned of strong to gale-force winds expected to affect the seaboard of Luzon island. "Fishing boats and other small seacrafts are advised not to venture out into the sea while larger sea vessels are alerted against big waves," the Philippine Atmospheric Geophysical and Astronomical Services Administration (Pagasa) said in its advisory. According to Benito Ramos, director of the National Disaster and Risk Reduction Management Council (NDRRMC), Nanmadol — the strongest cyclone to hit the Philippines this year — has affected 664 villages, 95 towns and six cities in 16 provinces. **Source : gulfnews**



Above seen the 1997 OCEANCO built super yacht **LAZY Z** entering Grand Harbour, Malta on Monday 29th August, 2011 bound to Grand Harbour Marina. **Photo – Mrs. Vikki Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) (c)**

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## MSC Savona equipped with GL SeaScout

GL SeaScout 2.0 has been installed on board the **MSC SAVONA**, Reederei Claus-Peter Offen's 14,000 TEU containership. GL Maritime Software's navigational decision-making support system will help the vessel to optimise routing; minimising voyage costs while maintaining safe passage, however seaway and weather conditions might vary. GL SeaScout is an integrated onboard system that provides ship's officers with decision-making support. By combining advanced computations with seaway measurements, wave and weather forecasts, cargo data, and other signals, GL SeaScout informs a ship's officers of how a ship is responding to the current conditions. It also shows alarms and warnings when there is a risk of extreme motions, including rolling, slamming, and bending moment, and allows the officers to simulate different speeds and courses. In this way it assists in choosing a speed and course that are optimised for the particular ship's hull, taking account of the prevailing seaway and loading conditions of the ship. On board the 14,000 TEU containership, the GL SeaScout installation will interface with a state-of-the-art radar based wave measurement system to provide the most accurate results. GL SeaScout will be fully integrated into the ship, so that access to weather forecast and navigational data is established via the ship's network. The GL SeaScout workstation is built directly into the bridge console.

The GL SeaScout installation on the **MSC Savona** will contribute to a joint development project between GL and Korean shipyard DSME (JDP Springing & Whipping) to permanently record environmental conditions. The objective of this long term measurement campaign is to collect data for GL's ongoing rule development. Additionally, the information will be used by FutureShip, a GL company, for the validation of numerical simulation methods with respect to whipping and springing phenomena. **Source: GL Group**



The German pilot tender **HOLTENAU** seen off Kiel – **Photo : Paul Struyf (c)**

## Jumbo Offshore to install 111 transition pieces for Anholt Offshore Wind Farm

**MT Højgaard** has awarded **Jumbo Offshore** the transport and installation contract for all of the 111 Transition Pieces (TP's) for the Anholt Offshore Wind Farm (Denmark). The 400 MW wind farm is currently being developed by DONG Energy. The Anholt Wind Farm is located in the 'Kattegat', near Anholt Island, and will be the largest offshore



wind farm in Denmark. One of Jumbo's DP2 Offshore Heavy Lift Vessels will install the TP's on pre-installed monopiles, starting April 2012.

Anholt is a result of Danish government policy, which aims for a society independent of fossil fuels. In 2020, 30% of gross consumption should come from renewable energy. For the Anholt contract, the TP's will be loaded at Bladt Industries (Aalborg, Denmark). Every TP weighs approx. 200 t, is 17 m tall and has a diameter of approx. 5.5 m.



Mobilization is planned in Rotterdam (The Netherlands) early April 2012. The mobilization will include a motion compensated access bridge (for safe access to the TP when the vessel is on DP), a grout plant, a purpose-built lifting beam, two passive lifting compensators of in-house design, grillages and seafastenings. The two 900 t Huisman mast cranes will be re-reeved to their project specific configuration.

For Jumbo, the contract is a recognition of the safe and efficient TP-installation works for the Greater Gabbard Offshore Wind Farm (UK). Jumbo's all-in-one installation method will be largely repeated for the Anholt contract. This method consists of loading 9 TP's at a time, transport them to the site and install them. 'Jumbo's installation method is a great match for this project and we are looking forward to working with them on the installation of the Transition Pieces on Anholt Offshore Wind Farm', says Kim Reinhard Andersen, Energy & Resources Director at MT Højgaard. When the 111 foundations are in place, MT Højgaard will have installed a total of 560 offshore windmill foundations, which is more than any other contractor in the world.



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## Growth of oil tanker supply outstripping demand 3 to 1

The global oil tanker fleet will expand almost three times more quickly than demand this year, according to Clarkson Research Services Ltd, a unit of the world's largest shipbroker. Demand will climb 2.7 per cent as the fleet of 5,600 vessels swells by 7.5 per cent, Clarkson said in its Oil & Tanker Trades Outlook, published on Friday. Only one ship class - panamaxs, the largest tankers that can navigate the Panama Canal - will shrink in relation to demand, the report showed.

'Many tanker-owning companies are set to endure several months of hardship, as a patchy outlook for oil demand in the remainder of the year is set against an oversupplied fleet,' Clarkson said. Owners are contending with the biggest glut of new vessels in 29 years at the same time that higher fuel costs, their main expense, have driven earnings for supertankers to the lowest level since 2002. The price of ship fuel, or bunkers, has jumped 26 per cent this year to US\$624.39 a metric tonne, data compiled by Bloomberg shows. Demand for suezmax tankers, each able to carry one million barrels of crude, will fall 0.9 per cent as Iranian sanctions cut shipments to India while the fleet expands by 4.5 per cent, according to Clarkson.

The number of very large crude carriers that can haul two million barrels will climb 16 per cent as demand gains 7.1 per cent, the report showed. Panamaxs in service will drop 1.2 per cent on increased scrapping as demand slips 0.4 per cent, Clarkson said. Seaborne oil exports will rise 3 per cent to 37.6 million barrels a day, the report showed.

Clarkson predicted a 2 per cent drop in European imports to 8.9 million barrels a day and lowered its estimate for this year's crude imports into China, the world's second-largest consumer, to a daily 4.8 million barrels from 4.9 million barrels last month. Inflation in emerging Asian countries poses risks for import demand as China and India import oil from the Middle East, generating ton-mile demand, Clarkson said. Ton-mile demand is gauged by multiplying the amount of cargo by the distance a ship travels to make a delivery. **Source: Bloomberg**

## Austal cats head for Guadeloupe

Two 47 m high speed catamaran ferries have departed Austal's Henderson, Australia, shipyard for Guadeloupe, where they will soon start operations for long-standing Austal customer L'Express des Iles. Austal was selected by L'Express des Iles in June 2010 for the design and construction of the two vessels – one vehicle-passenger ferry and one passenger ferry - marking the company's third contract with Austal since 1997. L'Express des Iles previously operated the Austal-built fast ferries "**Opale Express**" and "**Jade Express**", delivered in 1998, which in 2005 were replaced by the vessels currently in operation "**Gold Express**" and "**Silver Express**".

The two new vessels will commence operations in October 2011 from Guadeloupe to the Caribbean islands of Marie-Galante, Les Saintes, Dominica and Martinique, where they will provide an important inter-island link for tourism and trade. Austal Chief Executive Officer, Andrew Bellamy, commented that Austal was pleased to once again deliver a high quality, innovative product to a repeat customer. "Maintaining and supporting existing customer relationships is a core focus of Austal. We are very pleased that a leading commercial operator such as L'Express des Iles has again returned to Austal for new-build ferries, and we hope to continue this relationship well into the future."



The vehicle-passenger ferry, "**Perle Express**", has the capacity for 364 passengers spread over two decks, as well as room for 10 vehicles and extra cargo. Continuing the design theme of the earlier L'Express des Iles vessels, the bright and spacious interiors include comfortable reclining chairs, a children's area, and flat screen TV's throughout, as well

as considerable space for luggage storage. The passenger ferry, "**Liberty**", will be operated by SAS Jeans, a subsidiary of L'Express des Iles, and will operate regular services between Guadeloupe, Marie-Galante, Les Saintes, Dominica and

Martinique, as well as providing day or weekend excursions to other nearby Caribbean islands including Montserrat, Antigua, Saint-Kitts and Saint-Vincent. With seating for the vessel's 437 passengers spread over two decks, "Liberty" will serve as a functional yet comfortable low cost alternative for vacationers in the Caribbean. "Liberty" is the first passenger vessel to ever be registered under the new French Registry - Registre International Français.

Each vessel was customized to cater for the operator's route requirements, with both "Perle Express" and "Liberty" able to operate at speeds of up to 32 knots, each powered by two MTU 16V4000 M71 diesel engines driving Kamewa 71 SIII waterjets. Source : MarineLog



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## Lifeboat called out to aid stricken yacht

Lymington RNLi lifeboat was called to the aid of 40ft yacht with reported engine failure in the Alum bay area of the Isle of Wight. The lifeboat crew found the distressed vessel with a seasick crew member just short of the shore in Colwell Bay being driven ashore by the breeze. After putting a lifeboat crew man aboard the casualty to secure the tow, the crew requested the assistance of the Yarmouth all weather lifeboat to tow the casualty to safety. Once the tow had been taken over, Lymington lifeboat took off the sick person and landed him into medical care at Yarmouth

Source : DailyEcho



"In dull light at Gladstone RTM Piiramu inbound with Smit Vallarm and Smit Awoonga, 30-8-2011."

Photo : Andrew Mackinnon – [www.aquamanships.com](http://www.aquamanships.com) ©

## Legal and financial risk grows as Iranian ships ply Asian seas

International sanctions against Iran's national shipping line in response to Tehran's nuclear ambitions are mounting. The world's largest container carrier Maersk has suspended operations at three Iranian ports while the US Treasury



has launched legal action against 121 companies and individuals affiliated with the Islamic Republic of Iran Shipping Lines (IRISL). The latest round of measures, for providing support to Iran's missile and nuclear programmes, came after IRISL was ostracised by the international maritime community with mortgage foreclosures on its ships and access to insurance greatly limited, prompting speculation IRISL is facing its own death knell. However, as IRISL limps on, a new set of risks has emerged with potentially catastrophic ramifications – particularly in East Asia where the monitoring of IRISL's fleet has improved dramatically but surveillance still remains patchy. "Any Iranian ship in Asian waters should send alarm bells ringing as Iran tries by all means to escape sanctions imposed for its involvement in nuclear weapons proliferation," said Carl Thayer, Emeritus Professor with the University of New South Wales in Australia. "The effect of the sanctions led IRISL to put unsafe ships to sea, where they pose a potential environmental hazard. Who will foot the bill if an IRISL ship is involved in an accident and spills its fuel? Asia states that allowing IRISL ships into their ports should have second thoughts," he said. Doing business with Iran and IRISL has become increasingly difficult in recent years, with United Nations, European and US sanctions making even the most aware operator cautious about trading with country. Tehran insists the sanctions are unjust and its nuclear programme is purely for peaceful purposes while IRISL has echoed those sentiments and says its operations remain profitable and sound. While maintaining this stance, IRISL has also been accused of attempting to evade sanctions through a complex network of front companies to take advantage of loopholes in maritime law. But it is maritime law that now poses a problem for IRISL and the waters that its ships ply. Under the International Convention on Civil Liability for Bunker Oil Pollution Damage (2001) shipowners are required to hold insurance or other financial security to cover the liability for pollution damage in an amount equal to the limits of liability. This limit is usually up to US\$1 billion.

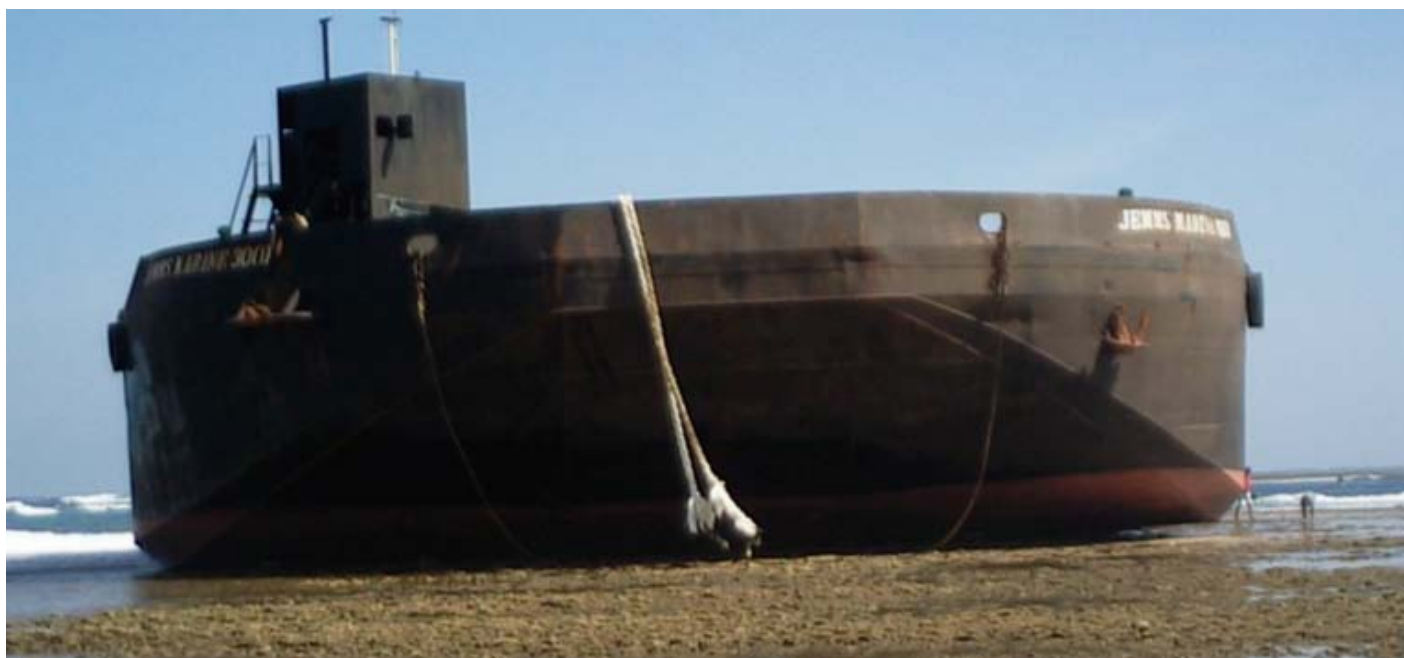
A well-documented cat-and-mouse game has been played out against IRISL and its efforts to buy adequate insurance for its operations. Of one specific class of insurance – Protection and Indemnity (P&I) potential consequences could be felt beyond the US, Europe and Iran and especially in Asia. When goods are shipped around the world, the owners of the goods and vessels usually take out marine insurance. This cover, however, does not generally extend to third-party liability in the event of an accident. "P&I cover is third-party liability insurance that provides compensation to third-party victims of maritime incidents," said Andrew Bardot, secretary-general of the International Group of P&I Insurers.

It is essential to reassure port authorities that should a vessel run aground, collide with another ship, are involved in an oil spill or fall foul of a serious incident, insurance cover is in place to pay for damage to ships, ports or the environment. The great costs associated with the [Deepwater Horizon](#) spill in the Gulf of Mexico of between \$2 billion and \$5 billion or the still evolving Fukushima disaster in Japan have driven home such nightmare scenarios. The Exxon Valdez showed litigation and reparations could take decades to resolve. IRISL's P&I cover was withdrawn by Lloyds of London in 2009 following UK sanctions against the shipping line. IRISL then found cover from a P&I provider operating out of Bermuda. In 2010 Bermuda passed legislation, bringing them in line with the UK. "EU regulations have resulted in cover being terminated or not renewed for a number of designated Iranian shipping companies including IRISL and the NITC (National Iranian Tanker Company)," Bardot said. IRISL then approached the Islamic P&I club who refused to provide cover. Finally IRISL secured P&I cover from Moallem, an Iranian insurer with no record of providing this type of insurance. On Dec 21, the US Treasury sanctioned Moallem. Within maritime circles the presumption is the Iranian government is the reinsurer of Moallem. Analysts said given doubts about Moallem and the severe restrictions on the Iranian government, banks and other institutions, how IRISL and Tehran would react to a shipping and environmental calamity and what options were opened for redress and compensation goes to the heart of the issue. It's an issue that Greenpeace says must be addressed by Asean given the threats to livelihoods and food security – and any legal loopholes should be closed while uninsured ships must be barred from entering regional ports. Keith Loveard, a regional security analyst with Jakarta-based Concord Consulting said an Iranian shipping disaster off the coast of Indonesia would cause rifts within government circles as was evident with the leak from a Thai rig off the northern Australian coast last year. "The government would be caught between different currents with the foreign ministry attempting to maintain smooth relations while the environment ministry would be hopping mad and local communities would be left to deal with the mess. Others suggested a means of recovering costs incurred in dealing with an environmental incident would be to sequester any Iranian state-owned property or assets within the affected country such as aircraft operated by state-owned Iran Air. Gavin Greenwood, a risk analyst with Hong Kong-based Allan & Associates said the recent seizure of a Thai aircraft used by HRH Crown Prince Maha Vajiralongkorn in Germany to try and resolve a longstanding dispute over money was one example over how this could work. "The International Court of Justice could also be involved, though this is a long-term proposition," he said, adding "Iran used the ICJ to claim restitution from the US after a US Navy warship shot down an Iran Air Airbus in July 1988." Mohan Malik, Professor of Asian Security at the Asian-Pacific Center for Security Studies in Honolulu, said the location of an accident involving the Iranian shipping line would also be important. "If it happens in the busy Malacca Straits or in the South China Sea, most littoral and major powers will be forced to contribute to the clean up in order to facilitate an uninterrupted flow of energy and goods," he said.



The IMO declined to comment on IRISL, however, sources close to the organisation said it was undertaking amendments to its strategic direction in regards to liability and compensation claims in the wake of the **Deepwater Horizon** disaster. Most maritime authorities demand a Blue Card from the P&I insurer as evidence that sufficient insurance is in place to meet liability requirements under the bunker convention. But in Asia it is not clear how routinely this is enforced or checked. If a maritime agency had doubts about the owners or operators ability to meet a liability it is able to deny a vessel entry or exit from ports or waters under its control. Thayer said that lack of clarity in Asia demonstrated "yet again" the weakness of the region's security architecture and the reluctance of many Asian states to support sanctions. "Banning IRISL ships from Asian ports would be a good first step in supporting the non-proliferation regime and protecting the marine environment against an accidental fuel spill." While the US, EU and UK have taken the lead against Iran in regards to its declared and undeclared nuclear weapons ambitions, the real world impact of those sanctions are now being seen well beyond the Iranian interests that have been targeted. IRISL continues to operate in Asia, with untested and unproven insurance and the responsibility that Asia does not become a victim of events in Iran now fall onto the shoulders of Asian governments and maritime authorities. **Source: Bangkok Post**

## **CASUALTY REPORTING**



The barge **Jemms Marine 3001** aground since Monday 15 August seen high and dry on the beach in front of the Grand Hyatt hotel in Bali. - **Photo : Capt. Anton Bloemendal ©**

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## NAVY NEWS



Chinese Naval personnel wait for the return of Chinese Navy Eighth Escort Task Force in Zhoushan, east China's Zhejiang Province, Aug. 28, 2011. The flotilla returned home after visiting Katar and Thailand, and accomplishing escort missions over sea areas of Gulf of Aden and Somalia. **Photo : Xinhua/Hu Sheyou**

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The AHTS **GREATSHIP VIDYA** seen ready for the launch into her element, the vessel was launched August 31st at Drydock world in Singapore – Photo : Eric de Coninck ©

## Daewoo Says Mega Container Ship Demand to Withstand Slowdown

Daewoo Shipbuilding & Marine Engineering Co., working on the world's largest container ships, said mega-sized vessels' greater fuel efficiency will let them withstand a slowdown in overall orders. "Large ships will help shipowners reduce costs, creating a new segment that may be less influenced by how the world economy performs," Chief Executive Officer Nam Sang Tae said today at a briefing in Seoul. Industrywide orders may be lower in the second half than in the first because of slowing trade and concerns about overcapacity, he said. Daewoo, the world's number three shipyards, and larger Korean rivals Hyundai Heavy Industries Co. and Samsung Heavy Industries Co. have moved their focus onto bigger vessels, offshore units and other more sophisticated products as low-cost Chinese yards win deals for cheaper ships. The strategy may help the three yards win annual orders of \$30 billion over the next couple of years, BNP Paribas SA said in a note today. "The shift in order focus toward the super-size container- ship segment has relatively benefited Korean shipyards," BNP Paribas analyst James Yoon said in the note. Oil prices are also likely to withstand "macro headwinds," which will spur demand for Korean-made oil rigs, offshore units and other energy-related equipment, he said. Daewoo Shipbuilding gained 7.2 percent to close at 28,350 won in Seoul trading. Hyundai Heavy, the world's biggest shipyard, climbed 9.1 percent, the most in about three months, to 349,000 won. Samsung Heavy advanced 5.3 percent to 34,100 won. Daewoo also expects to win its first order to build a floating production and storage unit for liquefied natural gas in the first quarter of next year, Nam said. "There will be demand for offshore units and gas carriers to meet energy needs," he said.

Daewoo won orders to build 20 vessels able to carry 18,000 containers apiece from A.P. Moeller-Maersk A/S earlier this year. The ships will help the line consume 35 percent less fuel per box than a vessel carrying 13,100 containers. The price of 380-Centistoke marine bunker fuel, used by ships, has jumped 29 percent this year, and was trading at \$655.50 per metric ton on Aug. 26 in Singapore, according to data compiled by Bloomberg. The fuel rose to a record

\$688.50 per metric ton on Aug. 1. Shipowners ordered 88 vessels able to carry 8,000 20-foot containers or more in the first seven months, compared with 54 for the whole of last year, according to Clarkson Plc. **Source: Bloomberg**



The new **STENA TRANSIT** being outfitted at the Samsung Heavy Industrie Yard in Geoje Korea, the delivery of the new ro-ro ferry is scheduled for half September, when the vessel will set sail for Europe with a stop over in Singapore for fuel, when possible the editor will board the vessel in Singapore to make some photos for the newsclippings.

**Photo : Marcus Klijn ©**

## **ROUTE, PORTS & SERVICES**



The **SEALINK MAJU 8** seen moored in Singapore Tuas – **Photo : Ey Kuet (c)**





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The Sunday afternoon rush hour seen at the Kiel Canal . A westbound convoy of six vessels has just been past one eastbound container carrier. the vessels seen (from left)

Photo : Bent Mikkelsen (c)

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| HJORDIS (Fin) Sietas # 1118   | - | Tornio for Terneuzen       |
| CHARLOTTA (Lux) Sietas # 1266 | - | Hamburg for Kotka          |

## Rising freight rates show shipping industry recovery

In a noticeable rebound in the global shipping industry and its repercussion on India, the benchmark Baltic Dry Index, which measures prevailing freight rates has jumped 23 per cent so far this month. After hitting a one-year low of 1,253 on August 2, the index closed at 1,541 on Friday. The steep fall in the index came following China's slow progress in procuring the major steelmaking raw material, iron ore, from the leading supplying countries, including Australia and Brazil. Consequently, the freight rate of iron from these two origins slumped to the multi year record low level of \$8 a tonne. The scenario has slightly recovered, said an analyst with a leading brokerage firm. With the re-entry of Chinese traders for procuring raw materials, the freight rate for iron ore has rapidly recovered and gone up to \$12-13 a tonne since the beginning of this month, depending upon the size of ship. China has started silently building inventory of raw material for use in post-monsoon manufacturing of finished goods. According to Shreyas Shipping Chief Financial Officer Vinay Kshirsagar, India was not affected by the slowdown in cargo ship demand globally due to

China's slow pick-up of iron ore. The Indian shipping industry recorded an increase of over 20 per cent in business in the last financial year and in the first quarter of the current one, which is expected to continue, he added. With almost 90 per cent of India's trade by volume (70 per cent in terms of value) conducted by sea and with the largest merchant shipping fleet in the developing world, India's maritime sector is set to grow to a size of \$80 billion by 2020. The expected volume handled in 2020 would be approximately 1.7 billion tonnes. Aiming to capture the large part of growth opportunity in the Indian maritime sector, Informa Exhibitions India, a part of UK-based Informa Plc, is organising INMEX India 2011, South Asia's largest maritime event at the Bombay Exhibition Centre, Mumbai, between September 29 and October 1. Around 500 companies from 42 countries, including Holland, Norway, Denmark, Germany, Korea, Singapore and China are expected to take part in the event. The products and solutions showcased at the event are broadly classified for dredging, marine equipment, marine offshore technology, ocean engineering, port equipment, port technology, ship repair, shipbuilding and underwater robotics, to name a few.

The Indian shipping industry will continue to remain immune to the global economic slowdown due to exporters' dependence on low-size ships. As exporters focus on prompt delivery of goods to importers, shipowners are booked at least for the next one year to meet the global demand for manufactured goods. While demand drivers like trade growth and geographical balance of trade (which determines the length of haul required) are very positive, the supply drivers like new ship building orders, scrapping of existing tonnage, etc, also indicate a good future for the Indian shipping and logistics sector. This is further given a boost by the privatisation of ports and the strong thrust on infrastructure, said Nicky Mason, managing director, Informa India. **Source: Business-Standard**



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## Crowley takes delivery of tenth ATB in 650-series newbuild program



**VT Halter Marine**, Pascagoula, Miss., has delivered **Vision/650-10**, the last of 10 Articulated Tug Barges (ATBs) in Crowley Maritime Corporation's 650-series newbuild program. The ATB is now ready to enter service and will transport petroleum products between U.S. West Coast ports. The Vision/650-10, which has a capacity of 185,000 barrels, will be operated by Crowley's petroleum services group. The Vision/650-10 will carry petroleum products and features include a fixed-tank cleaning system, complete cargo heating system and the ability to

carry EZ chemicals. "Crowley is committed to providing safe and reliable petroleum transportation in Jones Act trades," said Crowley's Rob Grune, senior vice president and general manager, petroleum services. "This class has a long history of safe petroleum transportation and offers compelling economics and exceptional performance."



The 650 class barges are 27,000 deadweight tons, 587 feet in length, 74 feet in breadth and 40 feet in depth. When coupled for operation the tug and tank vessel measure 689 feet. The fully loaded draft is 30 feet.

The new ATBs feature the latest systems technology and double-hull construction for maximum safety and reliability. Barge 650-10, like its sister vessels (650-1 through 650-9), is also certified by ABS to comply with the International Maritime IMO Green Passport program. All of Crowley's ATBs are built under the ABS SafeHull program for environmental protection. This program puts the vessel design through an exhaustive review to identify structural loads and strengthen the vessel structure.

There is an electrically driven cargo pump in each of the 14 cargo tanks to assure maximum cargo integrity and segregation flexibility; two anchor windlasses and associated equipment to enable the vessel to accommodate offshore mooring operations, and a vacuum system with three retention tanks to easily handle cargo changes. There is also a dual mode inert gas system and vapor collection system for maximum safety. An enhanced mooring system features 1,000-foot Spectra-type lines on split drums with a high-speed recovery rate of 100 feet per minute. The tugs meet all SOLAS (Safety of Life at Sea), American Bureau of Shipping and USCG requirements. The tugs are fitted with a foam capable fire monitor; twin heavy fuel engines with the ability to also burn Ultra Low Sulfur fuel. Special attention was given to ergonomics and crew comfort by addition of a noise reduction package, advanced HVAC system and other features designed to increase crew comfort and safety. The communication and navigation equipment is among the most technologically advanced in the industry today.

Crowley already has nine 650 class ATBs capable of carrying 185,000 bbls and four 550 class ATBs capable of carrying 155,000 bbls. These units are Jones Act qualified Three larger, Jones Act qualified ATBs, known as the 750 class, which will each have 330,000 barrels of capacity, are under construction; the first of which is scheduled for delivery in the fourth quarter of 2011. **Source : MarineLog**



Above seen the 2011 built UAE flag and owned tug **ALBUZEM 3** berthed at Gun Wharf at the Grand Harbour, Malta on Monday 29th August, 2011. **Photo : Mrs. Vikki Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) (c)**

## AMET Shipping may buy another cruise liner next year

India's first cruise line **AMET Cruises**, which is scheduled to launch the first sail from Kochi, on September 24, is likely to acquire another cruise liner next year, followed by cargo ships. "We are getting good response from corporate circles we have approached so far. In particular, technology major Cognizant has evinced interest. We would be

running the service 340 days a year and if we get 90% occupancy, we would buy another ship," Mr P. Bharathi, CEO and Managing Director, told Business Line here on Monday. The Chennai-based company, AMET Shipping India Pvt Ltd, had bought the 35-year-old cruise liner from Star Cruise for Rs 100 crore from own internal accruals last year. "We would be initially having three sailings a week and expect to break-even in three to five years," he added.

The cruise liner, **MV AMET Majesty**, will initially sail to Maldives, Lakshadweep and the Kochi high seas, up to 30 nautical miles. Tie-ups with corporates for holding their meetings aboard the ship, and with tour operators, are in the process. The company, which would add destinations like Goa and Mumbai later this year, would also launch operations along the western coast next year. Mr Bharathi said only 90,000 Indians cruised last year, which was less than 1% of the total Indian travellers. The Academy of Marine Education and Training (AMET), which set up India's first maritime university, is also using **MV AMET Majesty** as a training ship for its students, who now number 3,000, he said. The cruise liner has cabins for 750 passengers, and 210 each for crew and cadre. Mr Rajesh Ramachandran, Vice Chairman, AMET University, said with charges as low as Rs 6,000 per night per passenger, the country's own cruise liner could attract a large number of middle class tourists. AMET is also talking to the Gujarat Maritime Board (GMB), the state's sector regulator, for providing facilities and a terminal for cruise liner, he added. **Source : The Hindubusinessline**

### ROCHDALE ONE TO BE LAID UP IN 'S GRAVENDEEL



The 34 year old **ROCHDALE ONE** seen enroute from Amsterdam to 's Gravendeel (via Rotterdam) under tow of the **NEPTUN 9** to be laid up at **Heuvelman / [www.dutchharbour.nl](http://www.dutchharbour.nl)** , the **Rochdale One** was used for 7 years in Amsterdam as accommodation vessel for students understand that the vessel will be re-activated during the lay up

**Photo top : Crew Audacia © Photo below : Hans Hoffmann ©**



The **ROCHDALE ONE** is launched as the **AYVAZOVSKIY** in 1977 for the **Ukrainian Danube Shipping Co**, renamed in **KARINA** in 1996 and **PRIMEXPRESS ISLAND** in 2000, in June 2002 the vessel was declassified by the Russian Register and 2003 the vessel was operated by **Ship Manager Transship Ltd** and renamed in **ROCHDALE ONE** and used as accommodation vessel in Amsterdam



## Port Canaveral begins construction on \$60 million terminal

Port Canaveral has begun construction on a new \$60 million terminal, which will be able to handle the largest cruise ships at sea. The Cruise Terminal 6 complex is the biggest project at the east Florida port since 1995, when it constructed facilities to accommodate the then-new Disney Cruise Line. Construction has already begun on the pier portion of the project and it should be completed by July 2012.

The complex will have a 2,500-person processing area and a 1,100-seat waiting area, and will be able to simultaneously load and unload passengers. It also includes a new pier, gangway and parking garage with a covered walkway to the terminal. It is one of several projects underway at the port, which recently approved construction of a \$16.6 million welcome and entertainment center. The "Canaveral Cove" complex, which will be located on the south side of Port Canaveral near an existing bar and restaurant area, is scheduled for completion in June 2013. It will include a 15,000-square-foot welcome center, exhibit areas, a movie theater/auditorium and offices.

The port envisions it as an area for passengers, tourists and local residents to dine and listen to music before or after a cruise. The port also recently completed a \$7.8 million project to enlarge its West Turning Basin, which will allow large ships to turn around in the basin. The growth comes at a critical time for the region, which is facing the direct loss of 7,000 jobs due to the end of the U.S. Space Shuttle program. "We now will move forward definitively and aggressively in Port Canaveral's transformation," said Stan Payne, the port's chief executive officer, in a statement. Port Canaveral opened in 1953 to serve fishing boats. As nearby Orlando grew into a theme park capital, it began to welcome cruise ships serving tourists seeking a land-sea vacation. The port now is home to ships from Carnival, Disney and Norwegian cruise lines. It's also the base of Victory 1, which runs gambling cruises from the port. **Source : USA Today**



The Dutch pilot tender **ORION** seen off Hoek van Holland with the **STOLT TOPAZ** in the background

**Photo : Mark de Bruin ©**

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## Weekly Market Report

This week Capesize rates reached their highest levels so far in 2011 with spot rates reaching around \$ 19,000 / day mid-week. Market commentators have attributed this to European demand and increased imports from Australia to China. Despite this, asset values remain under pressure. In addition to the Capesize sales referred to in the commentary below, we now understand that last week's reported deal for a Capesize resale from Imabari Shipyard has now failed (180,000 dwt, delivery September 2011 **Imabari Saijo** - sold to Cyprus Maritime for \$ 43m).

### Drybulk S&P:

Two mid 90s built Capesize bulkers have been reported sold this week: **OCEAN CREST** (168,968 dwt / built 1998 Sumsung HI) is believed sold to Swiss Marine for \$ 20 m and **SANTA ISABEL** (158,387 dwt / built 1996 Sasebo) has been taken by Chinese buyers for \$ 17.2 m with SS/DD freshly passed. In Panamax sector, **CONTI SPINELL** (75,200 dwt / built 2011 Penglai Jinglu) which delivered ex-yard mid-June is now rumored to be committed for region \$ 30 m to undisclosed interests. In the Handymax sector, unnamed Chinese buyers have reportedly taken SEA BANIAN (45,724 dwt / built 2000 Tsuneishi C 4X25T) for region \$ 19.25m. Handysize **QUEEN FLOWER** (30,848 dwt / built 1997 Minami-Nippon Usuki C 4X30T) is believed to have been purchased by Far Eastern buyers for \$ 15.9 m. Finally **CENTURY SEYMOUR** (16,190 dwt / built 2001 Shin Kochi C 4X30T) has been sold to Ukrainian buyers with SS/DD passed for region \$ 10.9m and Balsa 57 (6,700 dwt / built 1997 Sasebo C2X15T) has gone to Turkish Buyers for \$ 3.5m.

### Tanker S&P:

Only three sales reported this week: **ATLANTIC GALAXY** (115,583 dwt / built 2005 Sanoyas Hishino) has been sold to German buyers (Bernhard Shulte) for \$ 34.85 m at auction. Small chemical tanker **GORKEM BEY** (7,003 dwt / built 2008 Umo Gemi Sanayi IMO II) has been reported sold to UK buyers (Borealis Maritime) for \$ 9 m. The vintage double hull tanker **VEMAOIL IX** (4,792 dwt / built 1985 Naikai Innoshima) is understood sold to Panamanian buyers for \$ 2.8 m.

### Drybulk Chartering:

After 10 consecutive days of improvement, the Capesize Market began to fall towards the end of the week. A transatlantic Capesize round voyage was fixed at USD 15,000 whilst a Pacific round voyage was reported at USD 17,000 per day. The Panamax sector strengthened in both basins but declined on Friday. The MV **Lake Dahlia** (78802 dwt - 2009 BIt) fixed a trip from Kobe loading via Newcastle, Australia with redelivery Malaysia at USD 11,000 per day to Cargill. Supramax and smaller Handies remained relatively steady. USD 31k per day for a Supramax was concluded for a trip via US Gulf to Spore/ Japan range and USD 14,500 for 3/5 months duration in Atlantic.

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The **QUEEN ELIZABETH** seen during her maiden call to the port of Rotterdam – Photo : Henk van der Heijden (c)



The 2003 built 68.209 DWT **MSC ROMANOS** (ex **MSC Linzie**) enroute Antwerp anchored yesterday at the Westerscheldt river due to "stability problems" as reported - Photo's : Jaap Janse (c)



## MAERSK REACHER DEPARTED FROM KEPPEL VEROLME



The **FAR SAPHIRE** seen with the **MAERSK REACHER** outbound from Rotterdam Botlek  
Photo : Richard Wisse – [www.richard-photography.nl](http://www.richard-photography.nl) (c)



photo left : Frans de Lijster (c)



Photo right : Nico Ouwehand (c)

## Star Reefers wins \$16.5 million in damages

Star Reefers won \$16.5 million in damages from a Russian fruit importer that terminated charters on the Norwegian ship-owner's refrigerated cargo ships 14 months before their expiration, the Journal of Commerce reports.

The damages were awarded by the High Court in London after it ruled a subsidiary of St. Petersburg-based JFC Group terminated the 36-month charters on the basis of spurious allegations relating to the performance of three vessels. Star Reefers was found to have exercised the utmost diligence in the technical management and operation of the ships. For several months prior to the cancellation of the charters in September 2010, JFC's Cyprus-based subsidiary Kalistad failed to pay charter fees on time and sought to renegotiate the hire rate. Star Reefers held talks with Kalistad regarding the company's cash flow problems but "regrettably Kalistad decided to end these discussions and terminate



the charters wrongfully," Star Reefers said after the court ruling. "This case is important for both Star Reefers and the shipping industry generally," said Star Reefers CEO Simon Stevens. "It sends a clear message to JFC and to others that those who renege on their commitments will be properly held to account." **Source : PortNews**

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## OLDIE – FROM THE SHOEBOX



The **BALTICA** seen moored in the port of Borgholms in 1958

Photo : Coll. Kees van Huisstede

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



The **AVIVA** seen moored on the River Thames by Tower Bridge in London 28th August 2011.  
**Photo : Mike Francis (c)**