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The crew of the Bristow Sikorsky S-61N SAR heli "CoastGuard WB", hired by NOGEPA, performed a fabulous demo. All aboard the sail training vessel LORD NELSON were amazed to see how professional the hoisting of people and stretcher was carried out together with the KNRM lifeboat KOOS VAN MESSEL, stationed at IJmuiden.

Photo : Hilde Kertész (c)

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The **MSC VANESSA** seen arriving in Cape Town – Photo : Aad Noorland (c)

DONJON MARINE REFLOATS SUNKEN BARGE 2001 ON KILL VAN KULL



In early August, the fully loaded hopper barge 2001 sank in approximately 25 feet of water while transiting the Kill Van Kull, a waterway that connects Newark Bay to New York Harbor. The barge was loaded with approximately 1,500 tons of shredded steel, as reported by owners. Donjon removed the cargo, rigged the barge for lift, and later refloated it and returned it to its owners. The barge had a light ship displacement of more than 500 tons. "Whether close to home, like this job near Newark Bay, or in countries far away, Donjon services the needs of its clients quickly and professionally," said John A. Witte, Jr., Executive Vice President, Donjon Marine Co., Inc.



The **IVS NIGHTJAR** seen outbound from IJmuiden locks – Photo : Simon Wolf (c)

Dry bulk market takes great leap forward

In what turned out to be a rather hopeful ending of the month, the last day of August saw the dry bulk market's benchmark, the BDI (Baltic Dry Index) jump to 1,619 points, or a massive 5.34% on the day. As a result, the index which covers major commodities routes managed to post a significant gain during the second half of August, ending a more than two-month overall slump to almost 1,200 points. This latest rise was attributed to a surge in interest for the larger Capesize vessels, while all other ship types were stuck in the red yesterday. Capesizes were higher by an impressive 11.36% on the day, with the relative Baltic Capesize Index inching forward to 2,598 points. On the downside, Panamaxs were down by 0.49% on the day, with the BPI (Baltic Panamax Index) ending the day down to 1,628 points. Referring on the Capesize market, the latest weekly report from shipbroker Fearnley's said that "the sun is shining again, after a short dip from interesting levels. Increased spot cargo volumes across the board resulting in a dramatic 15% improvement in average earnings in one day, bringing market back to levels not seen since early winter.

All routes expected to rise further, as strong support is also seen from derivatives. Period activity about to catch up, exemplified by 176000 dwt/blt2010 delivering China mid Sept for 11-13 months at usd 14k, also 171000 dwt/blt 2003 fetching usd 14k with China delivery early September” said Fearnley’s. On the Panamax front it said that “from the market upswing last week, the Panamax market took a breather with holidays both Monday and Tuesday this week. Especially the Pacific market rallied last week with a good number of Indonesian coal cargoes. It seemed like many charterers entered the market at the same time to cover before their holidays this week. The softening experienced this week is not dramatic, but it is slowly sliding downwards in both hemispheres. Some good rates are still achieved with TA’s being fixed in region of usd 14-15k and the fronthauls getting fixed in the low 20’s. In the Pacific the rounds are now being fixed at around USD 11-11,500 daily. Some activity in the short period market is in the 13k range, and there are takers for longer periods like 1 or 2 years” concluded the shipbroker.

According to a recent report from BIMCO’s shipping analyst Peter Sand, the active dry bulk fleet has grown by 7.4% so far in 2011, caused by delivery of 52.5 million DWT, offset by as much as 14.8 million DWT being demolished. As the new building delivery pace stays strong with demolition trying to keep up the fleet is estimated to grow a tad slower at 12.9%. The inflow of new orders during first half of 2011 is down 67% as compared to same period last year. This has influenced the orderbook to fleet ratio positively alongside the massive deliveries. It currently stands at 42% – down from 79% – but still a very high overall figure with 241 million DWT in the pipeline. 79% was recorded in October 2008. “There is still extensive slippage in the orderbook going forward. BIMCO estimates that one out of every three vessels is postponed for a variety of reasons. The demolition pace continues to stay strong – never before has so much tonnage been demolished. The average size of a vessel going for demolition is 72,647 DWT, meaning that the big ships are now leaving were scrapping smaller ships with an average size of just 38,640 DWT. In 2011, 49% of the demolishing vessels are the large Panamax and Capesize bulk carriers as compared to 15% in 2009” said Sand.

BIMCO predicts that another 450 newbuild dry bulk vessels with an average size of 84,000 DWT will enter the fleet during the remaining part of the year. While some 76 vessels with an average size of 72,500 DWT will be demolished. Commenting on the market’s outlook, BIMCO’s senior shipping analyst said that “on the basis of that supply outlook in a combination with a slower than previously expected demand outlook, BIMCO expects that the market balance will continue to be strongly in favour of charterers, with low freight rates across the board. As the global economy is still walking in the shadows of the financial crisis, demand growth remains on a short leash. Together with the massive inflow of new tonnage, the freight market will spoil charterers for choice for at least another couple of years. BIMCO will focus specially on the opportunities provided by the demolition market in a soon to be released analysis. You have to be able to endure lots of pain if you are amongst those who are about taking delivery of a newbuild Capesize vessel. Regardless of whether you paid USD 105 million for her back in July 2008 or USD 55 million last January, you have the option of chartering her out for half a year at USD 12,500 per day for 5 years at USD 16,000 per day or to try your luck on the spot market. Either way, you’re facing a poor return on your investment in the coming years unless cargo volumes increase dramatically. 213 Capes entered the fleet in 2010, another 250 is going to be added this year. BIMCO expects to see a depressed freight market in the coming months. Summer has been slow, so freight rates are likely to bottom out now but only a little upside is visible for owners. The Capesize Time Charter Average is likely to stay around USD 12,000-16,000 per day, Panamax and Supramax rates are likely to stay firm in the USD 13,000-17,000 per day. Handysize rates are expected in the USD 9,000-13,000 per day interval” he concluded.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



The **MAERSK SINGAPORE** seen enroute Antwerp - Photo : Richard Wisse – www.richard-photography.nl (c)

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Largest bulker ever carries iron ore concentrate via NSR

Large-capacity dry cargo carrier 74800dwt **Sanko Odyssey** set off on August 31 in her maiden voyage along the Northern Sea Route bound for Asia-Pacific region, FSUE Atomflot said. The bulker will be escorted by the enterprise's icebreakers.

The **Sanko Odyssey**, carrying on board 70,000 tons of iron ore concentrate, produced by Kovdor ODPE "Eurochem", is the largest dry cargo vessel, which ever sailed on the northern shipping lane. The **Sanko Odyssey** is owned by a Japanese shipping company Sanko Line. For the Japanese, it will be the first use of the NSR. A day earlier, the Suezmax **Vladimir Tikhonov**, the largest tanker ever passed the NSR, hit a new speed record covering the shipping lane in 7.4 days (avg. speed - 14 knots). **Source : PortNews**



The **LEAH** seen in Rotterdam – **Photo : Cees de Bijl ©**

Sakhalin-2 foreign ships get green light in Russia's waters

In its decree the Russian Government authorized the entry into internal sea waters and territorial sea of the Russian Federation until Dec. 31, 2012 of foreign vessels engaged in Sakhalin-2 project, the Ministry of Transport said. Sakhalin-2 project is managed and operated by Sakhalin Energy Investment Company Ltd. (Sakhalin Energy). Gazprom holds a 50% (+1) stake in the JV, Shell – 27.5%, Mitsui – 12.5% and Mitsubishi - 10%. The project includes

development of the Piltun-Astokhskoye oil field and the Lunskeye natural gas field offshore Sakhalin Island in the Okhotsk Sea. **Source : PortNews**



The **LAMMY** seen outbound in IJmuiden – **Photo : Marcel Coster ©**

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RMT warns of new jobs assault on UK ferries

MARTIME UNION RMT warned that the UK ferry industry faces a fresh wave of assaults on jobs and services as the economy tilts towards a double-dip recession and operators seize the opportunity to axe and curtail routes to protect their profits. The warning comes after Stena Line announced that it is planning to axe the fast ferry service between Holyhead and Dun Laoghaire and to restrict the route to a seasonal service only. Stena claim that the move is in response to rising operational costs and falling volumes despite giving previous assurances to the union that they had no plans to cut the services. RMT is demanding an extended consultation period, rather than the cursory 30 days proposed by the company, to reflect both the number of staff at risk - at least 88 and with the union forecasting over a hundred - and to allow time to evaluate Stena's grounds for the cuts.

RMT General Secretary Bob Crow said: "RMT is in no doubt that the Stena proposal across the Irish Sea is just an early warning of an all-out assault on jobs and services in the UK ferry industry that is about to let rip as we head into the winter months. RMT believes that operators are cynically planning to use the threat of a double-dip recession to dump routes and fatten up their balance sheets. "We also have a massive threat to services still on the cards in

Scotland, and the Isle of Man Steam Packet is a constant target for predators seeking to undermine that route. RMT will continue to fight every attempt to decimate the UK ferry industry.” RMT National Secretary Steve Todd said: “RMT is angry and disappointed at the way that the Stena announcement has been handled. They told us face to face that they had no plans to cut these services and then bounced the news out at short notice. Their grounds are flimsy in the extreme - fuel costs are falling, they recently negotiated a new and favourable deal with Dun Laoghaire Harbour and they should have picked up additional freight volume from the closure of the Liverpool Dublin service. “We want both an extended consultation period to reflect the number of jobs involved and the complexity of the situation and we also want a cast iron guarantee on no compulsory redundancies.”

GSP buys Acergy Falcon pipelay vessel



Photo : Marcel Coster ©

Grup Servicii Petroliere SA (“GSP”) announces buying the pipelay vessel **Acergy Falcon** from Subsea 7. Falcon is a highly versatile DNV classed pipelay vessel, 153 meters long, capable of installing rigid pipelines up to 14 inch diameter and also flexible flowlines and umbilicals. GSP expects to take delivery of the vessel in September 2011. The vessel will be renamed **GSP Falcon**. GSP has signed an exclusive 5 year deal with Bibby Offshore for the provision of diving and tie in services in North West Europe. In other markets GSP will bid alone. The vessel is currently available from September onwards.

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Containers stay at 50-year low as sales growth slows

The container- shipping industry is contending with the longest stretch of near-zero rates in its half-century history on the Asia-to-Europe route, as a capacity glut combines with the slowest growth in trade since 2009. Commerce on the world's second-busiest container route rose 4.2 per cent in the second quarter, the weakest since the end of 2009, Woking, England- based Container Trade Statistics Ltd estimates.

Rates excluding fuel surcharges were 'practically' zero in July and little changed last month, the worst run ever, said Menno Sanderse, an analyst at Morgan Stanley in London. While growth in container volumes has slowed for four consecutive quarters, it's still nowhere near the 22 per cent contractions seen in the first half of 2009. Europe normally imports more goods this quarter as shops begin stockpiling for the December holidays. That gain may be curbed this year as retailers anticipate mounting concern about economies and jobs will hurt consumer spending. 'If you're a large retailer and you have this turmoil, you're going to be worried,' said Lars Jensen, chief executive officer of Copenhagen-based SeaIntel Maritime Analysis, which advises shipping companies and ports. 'Will people shop or not for Christmas or will they shop more or less than usual? The more uncertain you are, the more you are likely to err on the side of caution on the procuring side.'



The **HANSA SALZBURG** seen outbound from the Port Chalmers container terminal . Photo : Ross Walker ©

Container trade on the Asia-Europe route will expand by an average of 4 per cent to 6 per cent this year, compared with 15 per cent growth in fleet capacity, according to Morgan Stanley. The cost including surcharges of hauling a 20-foot box from Shanghai to north-west Europe was last at US\$839, 61 per cent down from the peak of US\$2,165 reached in March 2010, said Mels Boer, a freight derivatives broker in London. He cited a weekly index produced by the Shanghai Shipping Exchange.

The industry may lose US\$2.5 billion to US\$3 billion this year, said Philip Damas, director of liner shipping and supply chains at Drewry Shipping Consultants Ltd in London. Owners and operators lost US\$20 billion in 2009, when the global container trade contracted for the first time ever, he said. The Asia-to-Europe container route is exceeded only by trade from Asia to the US West Coast and accounts for about 9 per cent of annual global shipments of 139.9 million 20-foot equivalent units, the benchmark container size, according to London-based Clarkson plc, the world's biggest shipbroker. There are 355 ships working the route, Containerisation International, a London-based provider of data and analysis, estimates. West-bound trade is more than double the volume of goods going east. Carriers are cutting services and idling more ships to trim capacity and bolster rates, Paris-based BRS- Alphaliner, a data provider for the industry, said in a report Aug 2. The equivalent of four vessels, each capable of hauling 8,000 20-foot containers, joined the route each week in 2011, boosting fleet supply by 12 per cent from a year ago, Alphaliner estimates. That spurred more idling, with a combined 210,000 20-foot containers of capacity being suspended from trading by Aug 29, compared with 150,000 units Aug 15, said Yann Le Gouard, a consultant at the company. Source : Bloomberg

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may reach you irregularly**



The **TRANS EXETER** seen enroute Rotterdam – Photo : Harry van den Berg (c)

India Allows Ships to Arm Against Piracy

Ministry says India-flag ships can hire armed guards

The Indian Shipping Ministry is allowing Indian-flag ships to use armed guards to protect themselves from piracy. The ministry's recent decree follows persistent appeals by the Indian National Shipowners' Association, which has been spearheading the cause. "The ministry considered the fact that about 35 percent of merchant ships transiting through pirate-infested waters deploy armed security guards and that the pirates generally do not attack ships with armed guards on board," an official statement said. The decision, which is in line with International Maritime Organization guidelines, allows shipowners to hire armed guards from maritime security companies following a proper selection and vetting process. "All Indian ships visiting Indian ports are to furnish details of security guards on board and firearms carried by them along with licenses issued to the port authority, customs, Coast Guard as well as the Navy." The ministry said foreign-flag vessels visiting Indian ports with security guards on board are also required to comply with similar procedure. Separately, the government said it set up a high-profile committee to deal with ship hijackings and release of Indian hostages. The panel is headed by a cabinet secretary and includes senior officials of various ministries. Following a spurt in piracy incidents off the Indian coast in recent months, the Indian Navy and Coast Guard have intensified patrols along the Lakshadweep Islands and managed to capture about 120 Somali pirates. **Source :** The Journal of Commerce Online



The tug **LORE** departed with last week Saturday with the **MAGELLAAN** from IJmuiden with destination Fos-sur-Mer, this trip was arranged by **Westcoasting Offshore Services** for **Solar Tugs** with the broker **Worldwise Marine** which was appointed by **GSK Antwerp** the owner of the **Magellaan**
Photo : Herbert Westerwal Westcoasting Offshore Services BV (c)



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NAVY NEWS



The USNS **RONALD BROWN** seen arriving in Cape Town – Photo : Ian Shiffman (c)

India denies confrontation between Indian, Chinese naval ships



The **AIRAVAT** seen passing the Singapore straits August 2nd after the visit to Vietnam – Photo : Piet Sinke (c)

India Thursday rejected reports of an alleged confrontation between an Indian Navy ship and a Chinese vessel off the coast of Vietnam and stressed it expected all countries to respect the freedom of navigation in international waters.

"There was no confrontation involving the **INS Airavat**," external affairs ministry spokesperson Vishnu Prakash said here when asked about reports of a face-off between Indian naval ship and a Chinese warship. Explaining the chain of events on July 22, the spokesperson said **INS Airavat** paid a friendly visit to Vietnam between July 19-28. On July 22, **INS Airavat** sailed from the Vietnamese port of Nha Trang towards Hai Phong, where it was to make a port call.

"At a distance of 45 nautical miles from the Vietnamese coast in the South China Sea, it was contacted on open radio channel by a caller identifying himself as the 'Chinese Navy' stating that 'you are entering Chinese waters'," the spokesperson said. "No ship or aircraft was visible from **INS Airavat**, which proceeded on her onward journey as scheduled," he added. The spokesperson stressed that India backed "freedom of navigation in international waters, including in the South China Sea, and the right of passage in accordance with accepted principles of international law."

"These principles should be respected by all," he added. A recent report in the London-based Financial Times said an unidentified Chinese warship demanded that an Indian naval vessel identify itself and explain its presence in the South China Sea off Vietnam in July. The report was seen by many as a sign of China's increasing maritime assertiveness in South China Sea. China claims the South China Sea in its entirety, rejecting claims by other nations like Vietnam, Malaysia and Brunei over the resource-rich region. **Source : DeccanHerald**



The Dutch **L 800 ROTTERDAM** seen enroute Rotterdam to participate in the World Harbour days 2011 which are held this weekend in and around Rotterdam – **Photo : Frans de Lijster (c)**

China's aircraft carrier succeeds in maiden sea trials

China says the maiden sea trial of the country's refitted aircraft carrier has attained its objectives. National Defense Ministry spokesperson Yang Yujun said at a press briefing on Wednesday that the carrier has returned to the shipyard, and all systems were operating as normal. The vessel, former Soviet aircraft carrier **Varyag**, has been totally refitted for its new role as a research and training platform for the Chinese military. The vessel departed from a port in Dalian, a city in northeast China's Liaoning Province on August 10th.

Yang said the Chinese Navy's inshore defense strategy and the defensive nature of the country's national defense policy will not change, despite the country's development of advanced weaponry. **Source : Xinhuanet**

China ship with 22 labs spied on India

India detected a Chinese spy ship disguised as a fishing trawler in the Indian Ocean a few months ago. By the time ship figured in the Indian radars, it had operated already for about 22 days and was positioned off-the coast of Little Anadaman - an area which is considered sensitive and crucial in the ongoing battle for supremacy over the Indian

Ocean region between India and China. Immediately after detection an Indian Navy Ship was sent after it. However, since the Chinese ship was in international waters, no punitive action could be taken against it. The Indian Naval ship, instead, tailed the Chinese ship sending out a clear message that India was aware of its actual mission. In order to avoid the Indian Navy tail, the Chinese Ship moved towards Sri Lanka and docked at the Colombo. Inquiries by the Indian security agencies revealed that ship as many as 22 Laboratories on board.

A report sent up to government, which NDTV has access to, claims that the Chinese ship was mapping the Indian Ocean and picking up crucial Bathymetric data. Other Laboratories on board the ship were designed to collect data on the currents of the Indian Ocean, the temperature at various depths and also very crucially, underwater obstructions and obstacles. Bathymetric data is crucial for submarine and Carrier based operations. Information about ocean currents, on the other hand, is crucial if torpedoes are to be used.

India's assessment is China will be able to carry out Aircraft carrier based operations by 2017. China doesn't have an operational aircraft carrier yet. The collection of data from the Indian Ocean is designed towards this. Once the Chinese Carrier Battle Group is ready for operations the Indian Ocean region will be one of the main focus areas of China. This will not help China secure the shipping lanes that carry its exports towards Europe and North America but protect oil and coal imports. However, the presence of the Chinese Navy in the Indian Ocean region cannot be altogether benign for India. In fact the presence of a Carrier Battle Group in Indian Ocean region is a serious military threat for India. Chinese ground forces already have an edge over their Indian counterparts along the land borders. Chinese naval presence in Indian Ocean region is, therefore, a cause of serious concern for India.

What is also worrying Indian security agencies is the presence several Chinese fishing trawlers along Wheeler Island off the Orissa coast during test launches of missiles. All Indian missiles are tested from Wheeler Islands. Security agencies have told the government that fishing trawlers are most likely monitoring the Indian missile test launches and collecting telemetric data of the missile. Telemetric data is crucial to build effective counter measure against missiles.

Source : NDTV

SHIPYARD NEWS

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IHI unveils 10,000 teu LNG-powered containership

IHI Corp announced on Wednesday it has developed a 10,000 teu containership capable of running on liquefied natural gas (LNG) on top of the conventional heavy fuel oil. The IHI proprietary technology allows the LNG tanks to be small so as to maximise container transport capacity. The containership produces virtually no sulphur oxides and emits 80% less nitrogen oxides compared to a ship powered by bunker fuel, according to IHI. Japanese firms Kawasaki Heavy Industries and Kawasaki Kisen Kaisha are also developing vessels that can run on LNG. **Source :** Seatrade Asia

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The Seacadet vessel **ZAANDAM** seen for hull cleaning and painting at the **Van Laar shipyard** in Ijmuiden
Photo : H.Blomvliet ©

HHI inks \$150m order to supply drillship engines

Hyundai Heavy Industries (HHI) has on Wednesday won orders worth \$150m to supply 98 marine engines for 15 drillships. Buyers for the HiMSEN marine engines include Noble Drilling Holding and Diamond Offshore Drilling, according to HHI.

A drillship typically needs between six to eight marine engines to generate power for the thrusters, which keep the drillship in position while operating. Since its first HiMSEN engine was commercialised in 2001, HHI has achieved an aggregated production of 5,000 such engines, accounting for 35% of the world's medium speed marine engine markets. **Source : Seatrade Asia**

Hyundai Mipo hit by bulker cancellation

Hyundai Mipo Dockyard announced on Tuesday that a contract to build a bulk carrier has been cancelled by a European shipowner. Seoul-listed Hyundai Mipo has signed a compensation agreement with the unnamed owner on Monday and agreed to cancel one bulker of a 10-ship order, according to a regulatory filing to the exchange.

The contract value of the bulker has dropped to KRW391.4bn (\$366.4m) from KRW435.4bn, a statement said. Hyundai Mipo said it will be compensated for the termination of the newbuilding contract. The 10-bulker order was inked on 26 October 2007 for delivery by 30 November 2011. The delivery date has been revised earlier to 30 September 2011. **Source : Seatrade Asia**

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Laid-up 'TV star' dredger resurrected

The **A&P Tees shiprepair yard** reports that it is gaining a reputation for giving vessels which have appeared on television a new lease of life, the latest being 5,891dwt trailing suction hopper dredger **Arco Beck**. The **Arco Beck** was mothballed in 2009, and during her layup she was used in an episode of ITV detective series Vera. In 2009 the yard restored sailing ship **Christian Radich**, star of the BBC TV series The Onedin Line and the movie Windjammer to her full glory.



Arco Beck's owner, **Hanson Aggregate Marine**, had excess capacity in its nine-strong fleet of specialist aggregate dredgers and the **Arco Beck** was laid up at Sunderland, until business improved. Captain Jae Jones, operations manager, said: "The **Arco Beck** was unfortunately the logical choice to be laid up because although she is a good ship she isn't as flexible in her dredging and discharging capability as the other vessels of our fleet. But in that time she did become a TV star – she featured in an episode of the detective

show Vera, there was a lot of action going with cars screeching up alongside her and actors running through the engine room. Some of our staff even appeared as extras."

Now the 99.8m vessel is needed back at work and was towed down to A&P Tees in June 2011 for a major refit and overhaul. A&P Tees project manager Mike Wappett said the **Arco Beck** had undergone the removal and renewal of 50tonne of steel around the hopper, coamings and the main deck. The propeller shafts and hubs were overhauled and refitted with new seals, the hull blasted clean and completely repainted. All the cabins were refurbished with new carpets and curtains and the galley refitted. **Arco Beck** has now sailed out of the River Tees for load tests off Humberside. The 10-strong crew is aboard for three weeks at a time and in the near future the vessel will be operating in the River Thames area and in Belgium and France.

Wappett said: "The job went remarkably well, the steelwork was ahead of schedule but there were a few challenges placed upon everybody involved in bringing the ship back into service."

Jones said: "Ours is a very specialist, niche industry because of the nature of the work involved and A&P Tees have developed the knowledge needed for these vessels. Because we have been coming here for a number of years we have built up a good working relationship with the yard, its staff and management. A lot of it is built on trust, personalities and familiarity with the vessels. We choose yards on the basis of quality of service, professionalism and safety – which is very important to us, and of course, price. This year we have sent a good proportion of our fleet to A&P Tees and have been very pleased with the results so it was logical that the Arco Beck refurbishment be carried out there." **Source : The Motorship**



Above seen the unloading of **CSD Jokra I** from the **Condock V** in Onne Port" - **Photo : Pieter van Vuuren (c)**

GSP extends its fleet with two more offshore drilling rigs

GSP announces its drilling fleet has been extended up to seven offshore mobile drilling rigs and a modular one. **GSP Britannia** (ex. Britannia) and **GSP Fortuna** (ex. G.H. Galloway) entered GSP's fleet in August. **GSP Fortuna** is an ABS class three legged independent leg cantilever jack-up rig reaching the maximum drilling depth of 25.000 ft and the maximum water depth of 300 ft. **GSP Britannia** is an ABS class four legged independent leg cantilever jack-up rig reaching the maximum drilling dept of 20.000 ft and the maximum water depth of 200 ft. **GSP Britannia** will support the company's Decommissioning and Plug and Abandon services in the North Sea. GSP provides cost effective, safe and efficient P&A services for the North Sea. Decommissioning has become a highly demanded service as more and more offshore fields are reaching the end of their lives. GSP is the single source decommissioning solution provider, the offer covering a full range of engineering and decommissioning services as well as turnkey solutions with focus on safety and environmental preservation. Our company's expertise is sustained in this by the most rigorous HSE standards, which GSP uses in all its projects worldwide.

CMA CGM includes Cai Mep in Vietnam 3 on intra-Asia service loop

MARSEILLES' CMA CGM will add Cai Mep call to its Straits-North Vietnam feeder service (Vietnam 3) alongside slot-sharing by Maersk/MCC Transport as NVN 2, Alphaliner reports. The Vietnam 3/NVN 2 service will follow the port rotation of Singapore, Tanjung Pelepas, Port Kelang, Haiphong, Danang, Cai Mep and back to Singapore.

This allows customers to connect with CMA CGM's FAL 3 service to Europe and Maersk's TP-6 to the US west coast and relay containers from Haiphong and Danang. **Source: shippingazette**



The (former pilot vessel) **ANTARES** seen outbound from Rotterdam bound for Den Oever

Photo : Jan van der Klooster ©

Stena Bulk Names Ultra Modern Suezmax Tanker Stena Superior



Mrs Rosa José Marie Sumbe, wife of Mr. Baptista Sumbe, Executive Chairman of Sonangol Holdings Ltd, named Stena Bulk's first ultra modern, low consumption and partly in-house designed, Suezmax tanker **Stena Superior** at a ceremony at Samsung HI, Geoje, Korea. The **Stena Superior** is the first Suezmax tanker in the series of seven vessels of which most will join the successful Stena Sonangol Suezmax Pool. The Pool was formed in 2005 and is controlled by Stena Bulk and the state-owned Angolan oil company Sonangol.

These new series of Suezmax tankers have a dramatically improved energy efficiency, which will among other things, reduce bunker consumption by up to 15 percent compared with the most efficient, conventional Suezmax tankers currently on the waters. "The Pool has today a total of some 20 Suezmax tankers and there will totally be up to some 30 modern

tankers with an average age of only 3.5 years once both Sonangol's five newbuildings and ours have been delivered," says Ulf G. Ryder, President & CEO of Stena Bulk AB.

Technical data:

Deadweight 158,000 tons

Length 274 metres

48 metres beam

The next Stena Bulk Suezmax in the series is the **Stena Suède** which will be delivered already the 15 November and she will at the same time enter a long term timecharter with the French oil giant Total.



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The **BLUSTER** seen during anchorhandling works operations at the location of **Castoro Sei**. PSV **Normand Flipper** is alongside **Castoro Sei**. Photo : Capt. Gijs Dijkdrenth

Innovatie Estafette

Wanneer heeft u de mogelijkheid gehad om uw bedrijf en innovaties gratis te promoten tijdens een goed bezocht evenement?

Op 4 oktober vindt de **Innovatie Estafette** plaats, een 2-jarlijks evenement van de Club van Maarssen dat plaatsvindt in het Van Nelle gebouw in Rotterdam. Vertegenwoordigers vanuit het bedrijfsleven, kennisinstellingen en overheden laten er de nieuwste duurzame en innovatieve ontwikkelingen op het gebied van milieu, mobiliteit, transport, ruimte en water zien.

Topgebied Water

In nauwe samenhang met de plannen die zijn gepresenteerd aan het Topteam water, wordt op de Innovatie Estafette onder de vlag van Maritime by Holland, de kennis en kunde van de Nederlandse maritieme sector gepresenteerd. De minister van Infrastructuur en Milieu, haar staatssecretaris en andere hoge functionarissen, als ook de top uit het bedrijfsleven zullen de Innovatie Estafette bezoeken.

Stuur uw videomateriaal in

In het Maritime by Holland Paviljoen wordt een iWindow (interactief touchscreen) en ook een interactieve vloer ingezet. Voor invulling hiervan biedt HME u de unieke gelegenheid voor het aanleveren van filmmateriaal. Zend uw innovatieve filmmateriaal, bijvoorbeeld over uw nieuwste product/dienst, grensverleggende transportconcept of doorbrekend innovatieonderzoek, nu in!

Inzenden van filmmateriaal is mogelijk tot uiterlijk 16 september. Stuur uw materiaal per e-mail naar it@hme.nl o.v.v. Innovatie Estafette of zend uw filmmateriaal per post naar:

Holland Marine Equipment BV
T.a.v.: Izabella van Tuijl
Postbus 24074
3007 DB Rotterdam

Beschikt uw bedrijf niet over een innovatiefilmpje? HME kan u hierin faciliteren via een maatwerk filmpakket. Informeer naar de mogelijkheden.

Wilt u de Innovatie Estafette bezoeken? Klik [hier](#) om in te schrijven.

Meer informatie

Voor meer informatie over het inzenden van videomateriaal of de **Innovatie Estafette**, neem contact op met **Izabella van Tuijl**, projectleider innovatie HME T: (010) 44 44 333 of E: it@hme.nl



The **PAGOLA** seen enroute Rotterdam – Photo : Harry van den Berg (c)

GulfMark Offshore orders three PSV's from Remontowa

GulfMark Offshore, Inc. reports the initiation of a vessel construction program. The first three vessels in the program will be built by Remontowa Shipbuilding SA in Gdansk, Poland, and consist of two 1,000 square meter deck area platform supply vessels of the MMC887CD design and one MMC879CD design with a deck area of over 800 square meters, MarineLog reported. The vessels have been designed to meet requirements for supporting deepwater and harsh environment activities, and are expected to operate in the North Sea market. The first MMC887CD vessel is expected to be delivered in the second quarter of 2013. The second MMC887CD vessel and the MMC879CD vessel are expected to be delivered in the third quarter of 2013. The total cost of these three vessels is anticipated to be \$120 million dollars.

Bruce Streeter, President and CEO, commented, "We are excited about the initiation of our new construction program. Global market and economic conditions over the past three years gave us enough concerns to hold back on building new vessels. However, recent oil and gas finds in the North Sea, a drilling focus on frontier areas and the announcement of more than 60 new offshore drilling rigs in 2011 gives us the confidence to initiate the building of vessels designed for this developing market. Forward contract visibility and increasing opportunities in areas demanding large sophisticated vessels indicate a strong potential for these additions to our fleet." Funding for these first three vessels in the program will be through cash on hand and cash flow generated from operations during the construction period. Anticipated cash commitments for this program over the next three calendar years are \$20 million during 2011, \$55 million during 2012 and \$45 million during 2013. As of June 30, 2011, the company had \$114 million of cash on hand and \$10 million drawn on its \$175 million of revolving credit facility. GulfMark says it anticipates announcing additional vessels to this program over the next few quarters. **Source : PortNews**

DUTCH AEGIR-MARINE EXPANDS IN AFRICA



A new high quality service company was established in Walvis Bay, Namibia. This new company is an African-Dutch joint venture between **African Marine Propulsion (AMP)** and **AEGIR-Marine**. AAMP will focus entirely on stern tube seal service, the maintenance & repair of propellers and the sales and distribution of spares for these products. The same high service standards that both companies pursue will apply to AAMP.

Ruud Muis (Director AEGIR): "West-Africa offers great opportunities. There are many ship movements and the offshore industry is significant. Major internationals have ships in this area. However, there is hardly any infrastructure or trained labour available" Until now, ship owners had to go to Southern Europe or the Canaries for quality repairs. Walvis Bay Namibia is growing strong as a -geographically- perfect alternative for Europe or South Africa. Ruud Muis explains: "Namibia is a politically stable country with good facilities, it is safe and offers motivated labour against competitive costs. And it is much closer to West Africa than Southern Europe is. I'm really very pleased with this location."

AAMP is housed in Walvis Bay, Namibia. The office and workshop are located close to a floating dock and slipway. The lot also offers engineering facilities. For local repairs, AAMP will service any customer-looking-for-quality assistance with propulsion systems. As for repairs in other regions, as well as spare parts AAMP will serve all ship owners in West-Africa, south of the Sahara. For South and East Africa, AEGIR-Marine will partner with AMP in Cape Town, South Africa. "It's an exciting new step in the development of our worldwide network," concludes Ruud Muis.

You will find more information on our web site: www.aegir-amp.com



The **E-SHIP 1** seen moored in Brest **Photo : Jacques Carney (c)**

Offshore oil rig vessel stranded off Karwar port

One of the biggest offshore oil rig vessels of the country, **Badrinath** (old name **Gattisburg**), is now stranded 1.9 nautical miles from Karwar port. It has been anchored near Devgad island. The vessel was headed to Singapore from Mumbai to get refitted. It developed serious engine problems and dropped anchor off Karwar port. Experts from Mumbai Great Offshore Company have been sent to fix the vessel's problems. The vessel had just finished a mission to remove the oil residues at two locations over 600 feet depth in the Arabian sea where **MV Rock** and **MV Pavit** had sunk off Mumbai coast sometime ago.

However, **Badrinath** sustained severe engine fatigue in the process, resulting in it getting stranded near Karwar on its way to Singapore. The Uttara Kannada district administration has allowed the vessel to be anchored near Devgad island for carrying out the repairs and also providing logistic support to the crew. The vessel did not have enough supplies when it left Mumbai and supplies like fuel, water and food are also being rushed. Ports minister Krishna J Palemar said that the company had paid the anchorage charges to Karwar port and the port department has directed Karwar port officials to lend all assistance to the stranded vessel.

According to sources in Karwar port, crippled vessels arrive at the port now and then and only last January a Dubai based ship, **MV Shaheen**, had run aground at Kurmagadh near Karwar. **Source : DNA**



Above the newly installed Gazflot platform **MLSP PRIRAZLOMNAYA**. The platform has icebreaking, drilling, producing, processing, storage and offloading capabilities and was lowered carefully to the seabed. Being on the seabed, the platform has become an extension of the Russian Federation in the Barents Sea.

Photo : Capt. Christian Schmidt - AfriShore Mosselbay (c)

At 77pc more trade to Hamburg, Baltic growth outpaces Europe's big players

THE Baltic region is enjoying double-digit growth in volumes, while growth slows in major European economies. The big German port operator, Hamburger Hafen und Logistik (HHLA), says the drivers of its growth were Baltic feeders between "Poland, the Baltic States and the Russian Federation", which grew 77 per cent to 440,000 TEU, reports the UK's Transport Intelligence. Over all HHLA container throughput was up 29.6 per cent for the port, it increased 15.9 per cent in the intermodal segment, which services Germany and Central Europe with a goodly portion coming from the Far East. Short sea carrier DFDS said strong demand in the Baltic increased by 13.7 per cent while second quarter volumes on the English Channel and the North Sea were flat, which has prompted the company to invest in new

capacity to service Germany and Russia. The Baltic States have experienced economic recovery after a serious downturn, with renewed annual GDP growth coming back at four to six per cent. Poland's growth is picking up too, boosted by infrastructure upgrades and foreign direct investment. But Russia had the biggest upswing with first half growth coming in at 50 per cent. **Source : Schednet**

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The **VUNG TAU 03** seen during the hook up of the FPSO **Amarda TGT 1** in the TGT Field off Vungtau (Vietnam)
Photo : Capt. Glenn Frewin (c)

CSAV adds two more ports to Gulf service

CSAV has upgraded its Gulf Bridge Express service by extending its coverage to include New Orleans and Puerto Cabello, enabling CSAV to meet growing demand from US Gulf and Caribbean with a direct service, Cargonews Asia reports. Gulf Bridge Express service will include one additional vessel keeping the weekly service with the following rotation Houston, Altamira, Veracruz, Kingston, Cartagena, Puerto Cabello, La Guaira, Kingston, New Orleans, Houston. The first vessel calling Puerto Cabello will be Wehr Elbe on September 21 and the first vessel calling New Orleans will be Wotan on September 28. **Source : PortNews**



The **STOLT ACHIEVEMENT** seen enroute Rotterdam – Photo : Henk van der Heijden (c)

Cargo Ships Switch to Dar Over Port Delays

Cargo handlers and importers are up in arms over delays to allocate berths and the shortage of loaders at the port of Mombasa. Shipping agents said vessels were now diverting to Dar es Salaam, causing importers inconveniences and huge losses. According to one importer, they were supposed to have received their cargo by August 27, but the ship had to skip Mombasa due to the delays. On Monday, there were 10 ships waiting to dock at the port.

The Kenya Ports Authority, through public relations manager Bernard Osero, dismissed claims that the ongoing dredging of the harbour was responsible for the delays. Mr Osero said the backlog of waiting ships had been caused by the delivery of three new ship-to-shore cranes after the vessel carrying the equipment occupied one of the berths for 10 days. The shortage of loaders has been blamed on a labour dispute between KPA and the Dock Workers Union.

The authority and the union have in the past two months been wrangling over the provision of private loaders by shipping lines. In a letter seen by the Nation, Multiport International complained that shipping lines were incurring huge losses due to the shortage of labour.

"**Mv Crux** which was carrying 31,015 tonnes of Kenya Tea Development Authority fertiliser was scheduled to offload in 10 days, but took 27 days, incurring demurrage charges of \$362,000 (Sh34.3 million)," says the letter dated August 29. The surcharges incurred by shipping lines are borne by importers, who in turn pass on the costs to consumers resulting in higher commodity prices. Union members expelled the private loaders (referred to as gangs) warning them of dire consequence if they dared set foot at the port.

A senior KPA manager blamed the union for failing to provide labour after chasing away the private loaders. But union secretary general Simon Sang said the management should take the responsibility since they had deployed 223 workers at the headquarters yet they were employed to work at the terminal. **Source : AIIAfrica**

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The **MAERSK JAKOBSTAD** seen outbound from Rotterdam – Photo : Ronald Verburg (c)

China Merchants first half profit increases 102.5pc to US\$116 million

HONG KONG's China Merchants Holdings (International) has posted 102.5 per cent first half net profit increase to HK\$3.9 billion (US\$116.2 million) year on year, drawn on revenues of HK\$20.8 billion, up 71.8 per cent. Company ports handled 27.61 million TEU in the first six months, an increase of 10.8 per cent from 24.93 million TEU in the same period of 2010, said the statement to the Hong Kong stock exchange. Among the major ports in mainland China, those in the Yangtze River Delta and the Bohai Rim maintained double-digit container throughput increases in the first half while ports in western Shenzhen suffered a 0.6 per cent drop.

During the first half, the throughput handled in mainland China was 24.38 million TEU, an increase of 11.2 per cent year on year, despite the slight decline at western Shenzhen ports. Additionally, its Hong Kong and overseas ports handled a total container throughput of 3.23 million TEU, an increase of seven per cent year on year. For bulk cargo operations, its ports totally handled 160.51 million tons in the first half, growing 18.5 per cent against the 135.39 million tons handled in the same period of last year.

Company chairman Fu Yuning said container volume growth declined year on year in the first half of 2011 due to the "combined effects of global macroeconomic slowdown and market turbulence." Looking ahead, China Merchants said it maintains a cautious and prudent approach to the global economic environment in the second half of 2011, but still expects a year-on-year growth in 2011. Said Dr Fu: "Although prospects of economic recovery for the US and Euroland in the short term are limited, emerging economies have in the meantime been growing rapidly while the ASEAN has surpassed Japan as China's third largest trade partner, and China's foreign trade is expected to maintain a steady growth momentum." He believes that China Merchants will benefit from China's endeavour to enlarge the domestic market. "Adjustments characterised to structurally develop China into a domestic demand-led economy are expected to gradually bear fruit and such new economic landscape will in the medium to long term create development opportunities for the Group's ports operation."

But he was less optimistic about western economies and said "global economic recovery will be tough and drawn-out", because of uncertainties regarding the development of European sovereign debt crisis in the second half of the year, and the risk of a continued US sovereign credit rating downgrade. Source : Schednet



Above the Russian coast guard cutter "016" giving her farewell to all vessels, after having escorted the tow out of the **PRIRAZLONMAYA** platform from Murmansk to her location. In the background the Gazflot owned icebreaking supply vessel **VALDISLAV STRICHOV**. Photo : Capt. Christian Schmidt - AfriShore Mosselbay (c)

.... PHOTO OF THE DAY



The **MSC EQUATOR** seen passing Kandilli Photo : Simon Smith ©