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The OLA ESMERALDA (ex BLACK PRINCE) seen in Willemstad (Curacao)
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EVENTS, INCIDENTS & OPERATIONS

Tenwolde Transport refurbished Seaway Heavy Lifting's gangway



In October 2010 **Seaway Heavy Lifting Contracting Ltd (SHL)** awarded a contract for the refurbishment of a hydraulic gangway to **Tenwolde Transport en Repair BV**.



The work, which was executed in a facility in Dordrecht, entailed the modification, conservation and certification of the gangway. At the 19th of August 2011 the work was completed and the gangway was transported to the Maasvlakte for use at one of SHL's crane vessels as can be seen at the photo's

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The **INSIGNA** seen enroute Amsterdam – Photo : H.Blomvliet ©

Clean tanker markets looking for good news to boost sentiment and freight rates



The **BUNGA KASTURI EMPAT** seen anchored off Singapore last Saturday – Photo : Piet Sinke ©

In one of its latest report, US-based consulting firm and analysts Mcquilling Services said that there have been few positive developments in the tanker market this year. Countries across the world have been hit by a variety of events ranging from natural disasters to popular unrest. These events combined with the dire economic state have squeezed oil demand and combined with the surplus tanker tonnage, markets have been pressured.

“As the spread between WTI and Brent flirts with record highs US refiners have been provided with a distinct advantage resulting in elevated throughput levels. The spread between the two benchmarks was last placed at over US \$26 per barrel. On the basis of a four week average refiners in NW are earning about US \$4.40 per barrel their US counterparts have a margin of US \$8.20 per barrel, according to JBC Energy. The higher margins are resulting in US refiners keeping throughput levels high. In the week ending August 19, the EIA reported that US refinery utilization

was 90.3% of capacity. In PADD 3 refiners ramped up runs to 93%, the highest level since the end of last year. The high refinery utilization and wide differential in crude costs has been problematic for the shipping market as it reduces import requirements. The weak economic situation is pressuring gasoline demand, impacting TC 2. Since the start of May, US gasoline consumption contracted by 145,000 b/d year-on-year while import volumes declined by 45,000 b/d according to EIA data" said McQuilling Services. It went on to state that this has been an unwelcome development. "The number of spot fixtures from UKC to the US Gulf and the US Atlantic Coast since the start of May was just 90 compared to 135 for the same time period in 2005, according to McQuilling's proprietary data. Furthermore, TC2 has taken a hit from increased volumes of gasoline being imported to the US from the Reliance Jamnagar refinery on the West Coast of India. In 2010 there were approximately 30 cargoes sent from West India and year-to-date we have recorded just over 40 fixtures. These cargoes are generally shipped on LR1 vessels, meaning that one delivery from India equals two from the old continent. The result of this is the TC 2 rates have been moving sideways since the start of July and being recorded below TC 3 since July 21.



The **GSC CRYSTAL** seen eastbound in the Singapore Straits last Saturday – Photo : Piet Sinke ©

One sliver of light has been visible in the US Gulf as robust product demand from Latin America combined with a slightly tighter availability of MR vessels is supporting rates. The USG Trans-Atlantic route is now on par with this year's high of WS 115 (monthly average), which was recorded in April and May. The IEA reported in its August Oil Market Report that Brazil's oil demand rose by 2.8% in May supported by increases in jet/kero (+11.5%), gas oil (+7.7%) and gasoline (+0.9%). The IEA expects Brazil's products demand to rise by 80,000 b/d next year to almost 2.9 million b/d. Healthy demand growth is also being recorded in Argentina, with consumption rising by 2.2% in June on the back of an 18% increase in gasoline consumption while gas oil increased by 3.7%. These consumption levels from South America absorbed just over 50 USG clean cargoes from since the start of May. Brazil is also expanding its reach, importing vessels from as far as India, where McQuilling recorded about 10 spot fixtures into this South American country since the start of May, roughly five more than during the same time period last year. Stocks in Cushing Oklahoma, the delivery point WTI have steadily declined to the lowest level since the end of November 2010 while expectations are that the conflict in Libya is almost over. These factors are predicted to narrow the WTI / Brent spread, but this will take time. In the meantime, US refiners will keep runs elevated and cash in on their relative advantage, while their European counterparts will keep reducing operational levels. Inevitably, some shipowners will reposition their vessels while other may opt to clean-up to take advantage of earnings in the USG. This pressure will ultimately lower rates but in the meantime owners are grateful to have something to smile about" concluded Mcquilling in its thorough analysis. In the meantime, another positive development of the past couple of weeks (at least before hurricane season stormed into the US coasts) was a surge in fresh fixture activity to ship gasoline and other refined products to Brazil which has had a tightening affect on MR tonnage off the US Gulf Coast, from where much of the US' product exports are loaded. According to CRWeber, "this augments an export market for American refiners, who have maintained refining runs at high levels despite a minor lull in domestic demand. Such is the rise in activity on the US Gulf-Brazil route that so far in 2011 the cargo volume has equaled that of the entire 2010; from all areas worldwide, spot market cargo volume to Brazil stands at 83% of the 2010 total" said CRWeber. Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

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The **ANTRACYTH** seen outbound from Rotterdam – Photo : Mark de Bruin ©

The super-shuttle tanker

Shuttle tankers typically deliver oil from an offshore terminal to a refinery. They are highly manoeuvrable ships that have to handle their cargoes without spilling a drop in exposed offshore conditions, possibly loading from a buoy or moored production and storage vessel in very marginal conditions, with a high sea state or strong winds. Increasingly, they are being required to operate in high latitudes, where the weather is even more ferocious and the low temperatures and ice are serious operational issues. The latest generation of shuttle tankers anticipate these challenging operating conditions. The **"Amundsen" class** which is entering service for the tanker operator Teekay, embodies a whole range of features which make it one of the most sophisticated and "eco-friendly" shuttle tankers ever built.

With this class of ship, the precision in handling when loading offshore advances a whole step-change with its dynamic positioning system that enables the ship to maintain its precise position off a loading station in deep and exposed waters. With twin screws and a power plant that provides complete redundancy against power failure, the ship can maintain its position using azimuth thrusters at both bow and stern. This type of operation, where main machinery needs to be kept running with the ship on station, is normally very expensive on fuel. This new class employs a special "low load" system that, when the weather permits enables the positioning thrusters to be run at low power, with

considerable environmental advantages and fuel savings. Optimised hull lines, the most advanced low speed diesel engines, exhaust gas heat recovery to re-use emissions which would otherwise be lost into the atmosphere and the latest electrical equipment permit the ship to offer substantially less energy consumption for a vessel of its size. Other features greatly reduce the formation of gases from the cargo, (known as Volatile Organic Compounds) which are greatly diminished by a new loading system and cargo tanks under pressure, then largely reabsorbed into the liquid cargo. Other features provide the ship with far greater capability in low-temperature operations as it might be expected that the class will operate in high latitudes for much of their lives. This is known as “winterization” and includes such developments as thermal oil heating to ensure that cargo remains liquid and that there are no steam pipes to freeze, air bubbling to prevent ballast tanks from freezing, and electrical heating of deck equipment. The hulls of the ships are notably stronger than conventional tankers with a 35 year fatigue life that will reduce the possibility of cracking during a long hard career, much of it spent actually at sea. **Source: BIMCO**



The **TYPHOON** seen departing from Den Helder - **Photo : Ron Damman – www.newdeep.nl ©**

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Eagle Bulk Says Head of Freight Trading Keith Denholm Resigns

Eagle Bulk Shipping Inc. (EGLE), the world's third-largest owner of supramax dry-bulk ships, said Keith Denholm, head of its Singapore-based freight-trading unit, resigned, according to Alan Ginsberg, chief financial officer. Ginsberg declined to comment on the reason for the departure or his replacement. "His departure has no impact on our commitment to building the trading business," Ginsberg said by phone from New York. Eagle Bulk started its freight trading business in Singapore a year ago, the company said in a Sept. 13 statement on its website. The company planned to trade dry freight using ships hired under single voyage charters and longer-term hires, the company said.

Eagle Bulk is the third-largest owner of handymax and supramax-sized vessels, each of 40,000 to 60,000 deadweight tons, according to German transportation lender, DVB Bank SE. China Ocean Shipping (Group) Co., China's largest shipowner, and China Shipping Group Co. are the largest and second-largest supramax owners, according to the bank.
Source: Bloomberg



The TSHD **GEOPOTES 14** seen moored at the Parkkade in Rotterdam last weekend for the **World Harbour Days 2011** event - **Photo : Netherlands Navy ©**

GCC must beef up coastal security against pirate attacks

Gulf states including the GCC and Oman must ramp up measures to fend off the growing problem of marine pirate attacks, or risk becoming a hotbed for hijackings, analysts said. Oman in August saw two attacks on ships near the port of Salalah, with one tanker and crew snatched from inside the port in front of the coast guard, and experts warn these attacks may be the tip of the iceberg.

"The problem will only worsen in the short-term as the Monsoon season is due to end in mid-September. The Gulf of Oman might be a new area of focus, which will pose a concern for Emirati shipping interests which must pass through the area," said John Drake, a senior risk consultant at AKE Group. Piracy is a well-organised and highly lucrative business and has expanded into a vast area off the coast of Somalia. An estimated \$150m was paid in ransoms for ships, cargoes and crews to pirate gangs last year, while a record 1,181 seafarers were kidnapped, according to consultancy Dryad Maritime Intelligence. "For the UAE, the problem must be carefully monitored and ensure that it does not continue to expand into the Gulf of Oman," said Tim Hart, maritime security analyst from Maritime and Underwater Security Consultants. "If the problem isn't resolved and is allowed to continue it will encourage more potential pirates to turn to the crime. They will go to greater and greater lengths to hijack vessels, adapting to onboard precautions and potentially moving into areas they had not previously operated in trying to find the more lucrative targets." Oman lies at the mouth of the Gulf, a strategic, heavily patrolled waterway which channels a bulk of the world's crude shipments. Somali pirates usually operate in Indian Ocean waters, but the waters around Salalah have seen a rising number of attacks. Several oil tankers have also been attacked in the pirate-infested Gulf of Aden, with their valuable cargoes being used by pirates to demand ransoms. The potential risk will put shipping companies in the region under increasing pressure to protect their crew and vessels from attacks, Drake said. "Shipping companies will have to implement risk management techniques, including the use of barbed wire and safe-rooms. These measures will make it harder for pirates to gain access to a ship and reach the crew, and significantly reduce the likelihood of a vessel being seized." Recent incidents involving UAE ships include that of the **MV Jubba XX**, a small oil

tanker seized by pirates off the Yemen coast on its way to port of Berbera in mid-July. The tanker, which was released a few weeks later, was carrying 3,500 tonnes of oil products and had a crew of 17 people. It was the third UAE ship to be hijacked this year, in addition to the MV **Iceberg I**, owned by the Dubai-based Azal Shipping, seized in March, and an unknown vessel purportedly named the MV **Al Nasri**, which was hijacked 35 miles outside the port of Bossaso in Puntland. Analysts say piracy is a land-based problem, triggered by a combination of poverty in a coastal community, lawlessness and increasing use of weaponry. Somalia has lacked a functioning government for two decades. The United Nations last month declared a famine in Somalia and said that 3.7 million people were in need of food assistance. **Source: Arabian Business**

LE HAVRE SHIPLOVERS VISITED THE OCEANIC



The shiplovers club of Le Havre « **les Amis des Paquebots & Marine Marchande** » held their annual lunch aboard the **OCEANIC** while she was visiting the harbor. Japanese specialties were served to the 50 members groups, and later a visit of the ship including a tour of the bridge. I was amazing to discover this vessel, which is now 46 years old and still in very good condition. Some members who served aboard the **SS FRANCE** in the early 60'ties were pleased to re-discover a ship with such an old style form the same area. **Photo's : philippe.p.brebant@sfr.fr**





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The **MARAN SAGITTA** seen at the Westerscheldt River – Photo : Walter de Groot ©

Stranded Seli 1 spills oil

Oil is leaking onto Bloubergstrand in Cape Town, from the stranded **Seli 1** carrier, the city's Disaster Risk Management said on Saturday. A 1km stretch of beach has been affected, said Disaster Risk Management spokesperson Wilfred Solomons-Johannes. The city was informed of the leak at 11pm on Friday night, and cleansing was underway on Saturday. He said priority was being given to sensitive areas such as wetlands, sanctuaries including Robben Island, and Koeberg nuclear power station.

The Seli 1 has been stranded off the Blouberg coast since 2009, but rough sea conditions and strong winds were causing the ship to break apart, leaking remaining oil into the sea. Seabird rehabilitation centre SANCCOB has not received any oiled birds for cleaning as yet, said its CEO Venessa Strauss, but it was on standby. "We are conducting beach patrols from Milnerton lagoon to Big Bay," Strauss said. Table Bay is an important feeding ground for many seabirds, including African penguins, gannets and cormorants, and any oil spill in the area threatens birds, she said. Strauss said the public could contact SANCCOB 24 hours a day on 021 557 6155 if they had any concerns or found oiled birds.

Philippines Hopes Sea Dispute with China Will Ease

The Philippines hopes a territorial dispute over the South China Sea will ease after President Benigno Aquino's trip to China, the nation's military chief said Sept. 3. But Manila will continue to build its naval patrol capability, Gen. Eduardo

Oban said, adding that he expects the Philippine navy to acquire a second Hamilton-class cutter from the United States next year. The broad hope is that the dispute with China and other claimants over supposedly oil and gas-rich areas of the sea will simmer down following Aquino's Aug. 30 to Sept. 3 state visit, he told reporters.

"That would probably be translated into such an eventuality," Oban said. Aquino and his host President Hu Jintao issued a joint statement Sept. 1 stressing their commitment to a peaceful dialogue to address the sea dispute. Brunei, Malaysia, Taiwan and Vietnam also claim parts of the South China Sea, which straddles vital sea lanes. Ahead of the trip the Philippine government had accused China of committing aggressive and unlawful acts in the area claimed by the Philippines, including firing on Filipino fishermen, laying buoys and markers, and hounding an oil vessel. Oban said Filipino navy patrols over the Philippine-claimed areas of the sea would continue. "It is our mandate to protect the resources of our islands, so we will have to perform that mandate anywhere in the archipelago," he said.

The navy is to get two more Hamilton-class cutters, with the first of the two to arrive early next year, he said. The first cutter, renamed the Gregorio del Pilar, sailed into Manila Bay last month after a three-week voyage from the United States. The navy said the ship would be deployed to protect the country's exclusive economic zone and its oil and gas exploration activities in the South China Sea. The Philippine Air Force also expects to purchase six jets to train personnel to eventually fly fighter jets, he said, but gave no timetable. **Source : defensenews**



Two naval vessels rescue Thai cargo ship

Two Sattahip-based naval vessels on an anti-piracy mission off Somalia rescued a Thai cargo ship from being hijacked in the Gulf of Aden, Worldmaritimenews reports. Crews of the **HTMS Similan** and **HTMS Narathiwat** were contacted Aug. 21 by the **M.V. Thor Harmony**, a 194-meter bulk carrier operated by Bangkok's Thoresen & Co., after crew members had witnessed Somali pirates attacking a nearby oil tanker. Navy personnel advised the Thai-flag freighter to flee the area and met the ship to escort it and its cargo of dried goods to Jordan.

The save was just one of two wins for the Thai task force last month. Two days later the **Similan** thwarted the attempted hijacking of the **MSC Namibia II** 70 miles off the Yemeni coast. The Thai ship sent a Bell helicopter with six crew aboard to the Liberian cargo ship, which was under attack with rocket-propelled grenades. Pirates broke off the attack and escaped on a skiff. The tanker and pursuit of the skiff were turned over to a U.S. Navy vessel.

The two navy ships are on Thailand's second mission to the Gulf of Aden as part of an international anti-piracy task force. The vessels left Sattahip July 12 and are scheduled to return Nov. 28. **Source : PortNews**

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Old Age Ban

The Indian shipping ministry is planning to put restrictions on the entry of over 25-year-old ships to Indian coasts to avoid the recent **RAK Carrier**-like incident that occurred in Mumbai. A notification to this effect is likely to be issued within a week that will stipulate certain conditions and certification to ensure that only "fit" vessels are allowed.

This week, shipping minister G K Vasan stated that most of the ships involved in accidents like the **MSC Chitra-MV Khalijia** collision were very old. He had said that over 25-year-old ships would be allowed only if they have been certified by the Classification Societies, a member of International Association of Classification Societies (IACS). This will ensure that the vessels are in good shape. The vessels also need to have adequate insurance cover to guard against liabilities like collision, wreck removal and salvage. "In most of the cases, we can't claim the damage since

such ships have almost zero or little insurance cover. Moreover, these ships need to appoint an Indian agent to represent owner/ charterer so that they can be held responsible. The Indian agent should notify the port authority and the Customs collector at least 48 hours ahead of the ship's arrival about certain details like insurance, a senior ministry official said. "The provision of the proposed notification has been sent to the law ministry for its approval. We will get it soon. Several other countries have similar provisions, shipping secretary K Mohandas said. Sources said if any ship flouts the norms, the coast guard will haul the errant vessel. The **RAK Carrier** incident had raised doubts whether there was a design to dump such ageing vessels to Indian coasts. There are about 93 Indian flag ships that are more than 25 years old. However, they will not be affected since there are all certified by the Indian Register of Shipping.

Source : ShipTalk

NAVY NEWS



Chief of Naval Operations (CNO) Adm. Gary Roughead reviews the construction of the littoral combat ship **Coronado (LCS 4)** during a tour of the Austal USA Module Manufacturing Facility in Mobile, Alabama.

Photo : US Navy



People greet the US Navy Guided Missile Destroyer, **Spruance**, as it passes Fort Popham in Phippsburg, Maine on its way from Bath Iron Works in Bath, Maine to her commissioning at Key West, Florida in late October, on Thursday, Sept. 1, 2011.

SHIPYARD NEWS



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Hyundai Heavy to install HiMSEN engines in 15 drillships

Hyundai Heavy Industries, the world's largest shipbuilder, reports that it has won orders to supply HiMSEN marine engines for drillships for major offshore drilling companies including Noble Drilling Holding LLC. and Diamond Offshore Drilling Ltd. The 98 HiMSEN engines, worth \$150 million, will be installed in 15 drillships including nine ordered from Hyundai Heavy this year "This is a great moment for us as we used to have to import marine engines for our drillships. Now, shipowners are beginning to recognize the superior quality of our HiMSEN engines and have begun ordering in earnest. We're excited about this new development because it can considerably cut down on build and delivery times," said a Hyundai Heavy official. Introduced in 2000, Hyundai-HiMSEN medium speed four-stroke diesel engines now hold a 35 percent share of international medium speed marine engine markets, according to HHI.

Source : MarineLog



The **VN PARTISAN** seen in drydock – Photo : Emmanuel Godillon - www.photodemer.net ©

Yantar starts Indian Navy's frigate sea trials

On September 1st, Russian Yantar Shipyard commenced sea trials of the India Navy's first of the three advanced stealth frigates in the Baltic Sea, the Economic Times reports. The Project 11356 frigate named '**Teg**', also known as Talwar Class, is first of the three warships ordered by the Indian Navy in 2006 under a \$1.5 billion deal with Russia. The two other warships of the same class - the '**Tarkash**' (Quiver) and the '**Trikand**' (Bow) are at various stages of construction at Kaliningrad-based Yantar Shipyard.

According to the shipbuilder, the **Teg** is expected to be delivered to the Indian Navy in the beginning of 2012 to be followed by the '**Tarkash**' in the same year and finally the "**Trikand**" in 2013. The new frigates will be armed with deadly BrahMos cruise missiles, capable of destroying enemy ships and land targets. India Navy already operates three of these stealth frigates and had ordered three more to bolster its fleet, The Economic Times said. Earlier in the last decade, Russia's another Baltiisky Zavod shipyard in St Petersburg had built first three of the stealth frigates - **INS Talwar**, **INS Trishul** and **INS Tabar**. Source : PortNews

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The 345 mtr long **BU SAMRA** seen departing from the GATE terminal in Rotterdam-Europoort assisted by the tugs **SMIT CHEETAH**, **SMIT PANTHER**, **SMITE ELBE** and **SMIT SEINE** - Photo : Marco Breen ©

Voyages of Discovery, Swan Hellenic & Hebridean Island Cruises Reveal Major Expansion Plans

All Discovery Cruising Strengthens Its Market Position as Niche Cruising Leader

Roger Allard, Executive Chairman of All Leisure Group plc, announced a multi-million dollar investment to develop its three discovery cruising brands, Swan Hellenic, Voyages of Discovery and Hebridean Island Cruises. The investment will see each small ship discovery cruising brand developed and extended over the next 12 months, with a focus on expanding each brand's offering to its guests and extending the number of itineraries available.

Swan Hellenic announced the major refurbishment of their highly popular **Minerva** as part of a long term strategy to see her sail into the next era. The refurbishment comes as a response to customer feedback and a request to increase the space of the interior and exterior public areas without compromising comfort and enjoyment. Six cabins will be removed to free up additional space, giving the refurbished **Minerva** a total of 181 cabins -- all with new en-suite facilities. Of these, 32 cabins will have balconies added, bringing the number of balcony suites up to 44.

Minerva will retain her current 350 passenger level and renowned British country elegance style and ambience. Included in this refurbishment will be a significant technical upgrade to improve the ship's efficiency, manoeuvrability, comfort and environmental performance. Voyages of Discovery will see the introduction of new ship mv **Voyager** to the brand portfolio. Previously named **Alexander von Humboldt**, **Voyager** will complement **Discovery** as an enhancement of the brand's discovery cruising ethos, but will operate with fewer passengers and larger cabins. Even more intimate than **Discovery**, the ship accommodates 550 passengers and boasts a modern hotel feel to its cabins, of which 86% are outside. Expanding the Voyages of Discovery brand with the introduction of a second ship will provide guests with more choice and flexibility in itineraries.

Voyages of Discovery also announced significant refurbishment and dry dock plans for **Discovery** during winter 2012/13, with upgrades being made to the teak decking, expansion of public areas, cabin improvements, updated furnishing and developments to dining areas. Hebridean Island Cruises enjoyed a highly successful 2011 season with its **Hebridean Princess**, and to further grow the brand and increase its product offering, a dedicated Hebridean River Cruises program has been launched for 2012. Offering the same values as **Hebridean Princess** and the former **Hebridean Spirit**, **Hebridean's Royal Crown** will sail on the Rhine in spring and the Danube in autumn 2012, on a 7-night itinerary basis.

Steve Novello, President of All Discovery Cruising, North America, commented: "We are very excited to be able to offer our valued travel partners and guests with an enhanced small ship cruising portfolio that delivers more options than ever before. Today's announcements by our Executive Management team highlight our continued commitment to our current and future customers as we strengthen our brands for the years to come."

Roger Allard, Executive Chairman, All Leisure Group plc, added: "We are delighted to introduce our exciting three new brand announcements. Our research shows that demand for cruising amongst our target audience has increased over the past few years and in order to continue to meet and exceed customer expectations, we have expanded our fleet as a direct result of specific customer feedback. We aim to be proactive in what is a challenging time for the economy and travel industry as a whole and see 2012 being an exciting year for our company and our three discovery cruising brands." [see also : www.alldiscoverycruising.com](http://www.alldiscoverycruising.com).



The **CITY OF WESTMINSTER** seen at the river Thames – Photo : Steve Carr ©

Wan Hai swings to net loss in Q2

Intra-Asia operator Wan Hai Lines plunged to a net loss in the second-quarter but managed to remain in the black for the first-half. The Taiwanese box liner posted second-quarter net loss of NT\$291m (\$10m) as against a net profit of NT\$366.9m in the previous quarter. In the first-half, Wan Hai registered net profit of NT\$75.9m compared to a profit

of NT\$1.7bn in the same period last year. Revenue in the first-half came up to NT\$29.4bn compared to NT\$32.1bn a year ago. **Source: Seatrade-Asia**



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

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The **IKAR** seen arriving with the newbuilding hull of the **VOE EARL** in Rotterdam
Photo : Leen van der Meijden ©

Magampura ready for bunkering end October

The Ruhunu Magampura sea port at Hambantota will be ready for bunkering end October. The US \$ 76 million tank farm is nearing completion and the contractor- Han Quin Engineering Construction Engineering Company of China will

hand over the project end October and will be open for bunkering, Sri Lanka Ports Authority Chairman Dr Priyath Wickrema told Daily News Business. It will have 80,000 cubic metres of storage capacity for marine oils for ships also aviation oil and Liquid Petroleum Gas.

Sri Lanka Ports Authority's Chief Engineer Agil Hewageegamage said there was a total of fourteen tanks in the farm which accounted for the 80,000 cubic meters. Eight tanks will be used for storage of bunkering oils for ships which will have a total of 51,000 cubic metres. Three tanks will account for 23,000 cubic metres of aviation oils and the remaining three tanks which account for 6000 cubic metres will be for Liquid Petroleum Gas. The storage tanks for aviation oils will be for the Mattala International Airport, where the imported fuels would be cleared at the sea port, pumped into the tanks and transported by road. The decision to have LPG tanks would also be for import of it and storing where the LPG suppliers could get the product stored there and bottled into the tanks for the local market, making it a cost saving exercise.

The facility also has the infrastructure to provide deep sea bunkering facilities which means that the barges would be filled and the ships refuelled mid sea. "This service could also be offered for ships which do not want to navigate to the Hambantota port," he said. East bound ships, fuelling in full in Dubai and West bound vessels which were fuelling in full in Singapore, now have the option of fuelling in half and fuelling midway at Hambantota while having the rest of the space for carrying other cargoes. One of the major areas that were yet to be completed was fire fighting in the jetties. The systems for protection from fire has already been completed in tank farm areas but the systems in the jetty areas had not been included in the contract with the Chinese company and that too will be addressed soon prior to the completion of the project late October, the Chief Engineer said. **Source: Daily News**



The **CRYSTAL SKYE** seen enroute Rotterdam – **Photo : Harry van den Berg ©**

CMA CGM joins Maersk's positive outlook for modestly good year

MARSEILLES' CMA CGM, the world's third largest ocean carrier, has said in its interim 2011 statement that it believes "2011 should be a positive year, barring any unforeseen events in today's highly unstable global economy," Shippinggazette reports. This view is in line with Maersk's earlier projection of six to eight per cent growth in container shipping industry in 2011, saying that "a modestly positive result" was expected for its container shipping business.

The forecast is based on the belief that global cargo growth for the rest of the year will continue and that the Asia-Europe freight rates have hit bottom, said London's Containerisation International. Agreeing, SeaAxis Macro analyst Philippe Hoehlinger said: "Macroeconomic variables that are most correlated to cargo trade growth and load factors provide a slightly deteriorated picture as compared to three months ago, but the overall picture remains generally strong. In the latest SeaAxis report on the current third quarter, Mr Hoehlinger said: "The weak US dollar and the country's larger trade deficit usually correlate with strong demand. Inventory levels in the US remain average, which

correlates with average demand growth. Finally, although China's exports to the US have been decelerating, they remain at decent levels, without raising red flags yet."

The report said the situation is expected to improve on intra-Asia trades and on the transpacific in the third quarter with the successful introduction of deferred peak season surcharges. It said the outlook should also slightly improve on the Europe-Asia trade, but intra-Europe and transatlantic markets will remain sluggish. "Based on the latest real GDP figures available for the second quarter of 2011 and extrapolating over the remaining part of the year, we now expect real GDP growth to be 3.9 per cent in 2011 (as compared to 4.5 per cent as per IMF latest update) and 4.3 per cent in 2011 (also 4.5 per cent as per IMF latest predictions). These rates should translate into cargo trade volume growths of 8.5 per cent and 11.2 per cent in 2011 and 2012 respectively, which remain decent," said the report. **Source :**

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FESCO's icebreaker Admiral Makarov to assist shipping at Pevek

The **Admiral Makarov** owned by Far Eastern Shipping Company (FESCO Group) approached, September 2nd, the area of the port of Pevek to ensure navigation in the eastern Arctic region, the Group said. The FESCO's vessel will reportedly be deployed in the region until the end of October providing icebreaking assistance to merchant ships.

FESCO Transport Group is a leading Russian integrated transport and logistics company. The Group owns a fleet of more than 800,000DWT to carry 18,000 TEUs. The Group manages a diversified fleet of its own railway rolling stock of over 17,000 units. Its own container fleet is about 50,000 TEUs. The total container and general cargo throughput of the Group's port facilities reaches 290,000 TEUs and 7,5 million tons, respectively.

FESCO Group comprises FESCO Shipping, Transgarant (a major Russian railway operator), Russian Troika (an operator of rail container transport, a JV of FESCO and RZD), FESCO ESF Ltd (feeder container carrier in the Baltic Sea), Dalreftrans (operator of reefer container transport), Commercial Seaport of Vladivostok, Vladivostok Container Terminal, and FESCO Integrated Transport. **Source : PortNews**

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.... PHOTO OF THE DAY



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