



**Number 249 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Tuesday 06-09-2011**

News reports received from readers and Internet News articles copied from various news sites.

**stevedoring & warehousing**

**SHORECRANES UP TO 208 M / TONS**

**r h b**

E-MAIL  
office@rhb.nl

WEB  
www.rhb.nl

TELEPHONE  
+31(0)10 429 94 33  
Rotterdam  
Portnumber 2157



**Compulsory Emergency Lifebelt Drill aboard the Queen Elizabeth**  
**Photo : Iain Forsyth ©**

**Due to working abroad the newsclippings  
may reach you irregularly**

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore  
PLEASE SEND ALL PHOTOS / ARTICLES TO :

[newsclippings@gmail.com](mailto:newsclippings@gmail.com)

If you don't like to receive this bulletin anymore :

To unsubscribe click [here](#) (English version) or visit the subscription page on our website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

## EVENTS, INCIDENTS & OPERATIONS

Taking offshore operators into the future of Dynamic Positioning: The OCTOPUS-DP Capability Forecast

CAN YOU AFFORD  
NOT TO SAIL WITH



- A clear and complete indication of the operational windows for weather-sensitive operations at sea, days and hours ahead.
- Better and efficient preparation and execution of projects
- Less damages and stress to the vessel
- Optimal use of man and machine in a safe environment, leading to significant cost reductions.



AMARCON

AMARCON B.V  
Korenstraat 37, NL - 7722 RS Dalfsen

T +31-529 436 876, F +31-529 436 842  
[www.amarcon.com](http://www.amarcon.com), [info@amarcon.com](mailto:info@amarcon.com)



The former Dockwise **EXPLORER** undergoing conversion at Tuzla as **KARADENIZ POWERSHIP ZEYNEP SULTAN**  
Photo : Simon Smith ©

## EU Lifts Sanctions on Major Libyan Ports

The European Union lifted sanctions on Friday against six Libyan ports, allowing humanitarian relief and trade to resume to the nation in the wake of the violent revolt against the regime of Muammar Gaddafi. The EU listed six ports — Tripoli, Al Khoma, Brega, Ras Lanuf, Zawia and Zuwara — among 28 entities in Libya, including oil companies and banks, no longer subject to the sanctions Brussels imposed as Gaddafi sought to maintain control of the Middle Eastern nation. The action means shipping lines, forwarders and shippers can resume moving goods into a country that's been torn apart and isolated during several months of battles between rebels and forces loyal to Gaddafi. The



United Nations humanitarian coordinator for Libya says the country is critically short of basic supplies, including water, food and medicine. Rebel authorities in Tripoli said this week they had opened the port there and Maersk Line announced it would resume service to Libya starting Sept. 8. Parts of the country, including the capital of Tripoli, have returned to stability following heavy fighting in recent weeks. But fighting is still going on in some parts of Libya and civil structures, including governmental entities and supply lines, are still being constructed. **Source: Journal of Commerce**



The **ISLAND SKY** departing Stromness Orkney on 24 August 2011 as seen from Aspect Survey's survey launch **Remote Sensor**. Photo : **Bob Eadie** ©

## Murmansk to Break Ice for McMurdo



Murmansk Shipping Co has won a tender to supply icebreaking services for the US National Science Foundation Arctic research program. The company's icebreaker "**Vladimir Ignatyuk**" will be deployed escorting ships carrying supplies for American polar stations, first and foremost McMurdo. "**Vladimir Ignatyuk**" will replace the Swedish icebreaker "**Oden**", which worked in the Antarctic previously, but after the harsh winter of 2010-2011 has been chartered out to Finland and is to

spend the next five years breaking ice in the Gulf of Bothnia. The Russian icebreaker is to arrive at McMurdo Station around 19 January. NSF will pay approximately \$8 million this year to use the "**Ignatyuk**", it is reported. The icebreaker was built in 1983 in Canada and before 2003 has a name "**Arctic Kalvik**". **Source : SeaNews**

An advertisement for T&amp;T BISSO RESPONSE. It features a large cargo ship loaded with colorful containers, sailing on the water. In the background, two smaller ships are visible. A circular logo on the left side of the image contains the text 'T&amp;T BISSO RESPONSE' and lists various services: 'EMERGENCY RESPONSE', 'OPABO', 'SALVAGE', 'DIVING', 'CASUALTY MANAGEMENT', 'POLLUTION RESPONSE', 'FIREFIGHTING', 'RESCUE TOWING', and 'LIGHTERING'. At the bottom right, the text '24 HOUR WORLDWIDE RESPONSE' is displayed, along with the website 'WWW.TTBISSO.COM', email 'INFO@TTBISSO.COM', and phone numbers for Houston (+1 713 534 0700) and Singapore (+65 6591 5288).



Making her first visit to the Greenock ocean terminal this weekend was the **MSC IRIS**. She was on the MSC feeder service between Greenock, Dublin and the main hub port of Antwerp. A few years back she would have been considered a decent sized ship but MSC seem to use the IRIS and similar type vessels on feeder work in and around Europe. **Photo : Tommy Bryceland, SCOTLAND ©**

## China sends fisheries vessel to disputed waters

China dispatched a fishing enforcement ship to the disputed Paracel Islands, an agency under the country's farm ministry said, in a move likely to fuel tension with rival claimant Vietnam days before a senior Chinese official visits Hanoi, Reuters reports. A 400-ton vessel left China's southern city of Guangzhou and headed for the islands in the South China Sea, the ministry of agriculture said on Wednesday on the Guangdong province Fisheries Administration Bureau website ([www.nhyzchina.gov.cn](http://www.nhyzchina.gov.cn)).

"This will further strengthen law enforcement efforts of the fisheries in the Paracel Islands, protect the production order of the fisheries and the safety of fishermen, and effectively safeguard China's maritime sovereignty and fisheries interests," Guo Jinfu, the bureau's deputy secretary, said. The deployment of the ship, the No. 306, comes as China's top diplomat, State Councilor Dai Bingguo, prepares to visit Vietnam starting on Monday.

Vietnam, China, the Philippines, Malaysia, Brunei and Taiwan all claim some island territories in the South China Sea.

China's claim cover the largest area and includes the Paracel area, composed of uninhabitable small islands, rich fishing grounds and thought to hold significant oil and gas deposits. "This indicates China has already established the capability of around-the-clock fisheries legal enforcement in and around the Paracel Islands maritime region," China's official Xinhua news agency said on Friday.

Tensions over the contested South China Sea flared in June, setting China against Vietnam and the Philippines, with China's recent military build-up triggering regional jitters that have fed into disputes. On Friday, Philippines President Benigno Aquino ends a four-day trip to China where he met with Chinese President Hu Jintao earlier in the week. Both sought to cast aside months of hostility over territorial wrangling.

Hu told Aquino that the South China Sea issue should be resolved peacefully through negotiation. Aquino said later that the two had agreed on the need for a binding code of conduct in the area. **Source : PortNews**

**ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?  
PLEASE VISIT THE WEBSITE :  
[WWW.MAASMONDMARITIME.COM](http://WWW.MAASMONDMARITIME.COM)  
AND REGISTER FOR FREE !**



## Interest in DP Capability Forecast software exceeds Amarcon's expectations



In 2010 **Amarcon's OCTOPUS-DP** Capability forecast for efficient offshore DP operations was brought to the market. The **OCTOPUS-DP** functionality gives offshore vessels the possibility to make optimum use of a safe time window for their weather-sensitive operations.

The first installation of the **OCTOPUS-DP** Capability forecast software was performed on the LNG Carriers **Suez Neptune** and **Suez Cape Ann**, in order to facilitate a safe time window so that the vessels LNG can safely be discharged. The **OCTOPUS-DP** functionality can not be compared with already existing Dynamic Positioning Systems. Where traditional DP systems try to keep the vessels position during an offshore operation, **OCTOPUS-DP** takes it one step further. A forecast is given if the vessel is capable of maintaining her position and heading in changing environmental and weather conditions, hours and days ahead. This forecast is presented in a clear time window, so that the crew can easily see if the offshore operation can be executed, and under which heading this can be done. The **OCTOPUS-DP Capability forecast** software can be installed as an add-on on any vessel which already is equipped with a DP-system. Typical installation time is only one day, for new builds and ships in operation.

The applicability of the product should be seen in a broad context. In 2011 various Heavy Lift shipping companies and offshore contractors have shown interest in the state of the art DP Forecast functionality, thus leading to several orders for the product. "This means a great deal to us," says Amarcon's managing director Leon Adegeest. "It is good to see that very diverse companies within the shipping industry acknowledge the relevance of the product for their day-to-day business." Earlier this year, Fred Olsen Windcarrier purchased the DP Capability forecast function for offshore windmill installations. Second in line was the order from Harren & Partner, just a few months ago. The **OCTOPUS-DP Capability forecast** shall be installed on three of their multipurpose heavy lift vessels. Last in line is Sal Heavy Lift Shipping, which also ordered the functionality for one her multipurpose heavy lift vessels, this way the above mentioned companies will be able to plan offshore operations very accurately, using the valuable time windows as efficient as possible.

**Leon Adegeest** is optimistic about the viability of the **OCTOPUS-DP Capability forecast** software: "Our business is to help our clients to perform their every day operations in a safe and cost effective way. Without getting lost in technical terms, that is exactly what our **OCTOPUS-DP** functionality does."



The **MY OASIS** seen anchored off the picturesque Portofino (Italy) during the Mediterranean charter season

**Photo : Barend Novak, Chief Engineer MY Oasis ©**



steelwire & synthetic ropes  
lifting, hoisting & towing equipment

 **endenburg**

**Visit address :** Nijverheidstraat 4-6 2802 AL GOUDA The Netherlands  
**Mail address :** P.O. Box 252 2800 AG GOUDA The Netherlands

**T** +31 [0]182 51 55 44 **F** +31 [0]182 51 79 00  
**E** [info@endenburg.com](mailto:info@endenburg.com) **I** [www.endenburg.com](http://www.endenburg.com)

## SCI adding nine offshore vessels by March 2012

Shipping Corporation of India (SCI) will add nine new offshore vessels available for charter by March 2012. India's largest shipping company will take delivery of six offshore vessels from Cochin Shipyard and three from Bharati Shipyard, according to A.K. Gupta, director offshore at SCI. "The total value of the vessels on order is around INR10.25bn (\$224.53m) and this will be funded through external commercial borrowings," Gupta was reported saying.

The Cochin Shipyard-built vessels are 120 tonnes offshore supply vessels and platform supply vessels while the Bharati Shipyard-built vessels are 80 tonnes anchor handlers. SCI also plans to enter the high-end offshore market such as jack-up rigs, drillships and semi-submersibles. SCI currently has a fleet of 81 ships with a total capacity of 5.7m dwt. With more new ships entering its fleet, the company's capacity is projected to cross 6m dwt in 2013. **Source :** Schednet



The **RENA** seen departing Port Chalmers container terminal on her first trip into the harbour-

**Photo : Ross Walker ©**

**PLEASE MAINTAIN YOUR MAILBOX, DUE TO NEW POLICY OF THE PROVIDER, YOUR ADDRESS WILL BE "DEACTIVATED" AUTOMATICALLY IF THE MAIL IS BOUNCED BACK TO OUR SERVER**  
**If this happens to you please send me a mail at [newsclippings@gmail.com](mailto:newsclippings@gmail.com) to reactivate your address again, please do not write this in the guestbook because I am not checking this guest book daily.**



## LARGEST CONTAINER VESSEL VISITED POINTE NOIRE



The **MAERSK CHENNAI** which visited POINT NOIRE in Congo and departed last Tuesday was the largest container vessel ever which berthed in Pointe Noire, understand that the arrival of the vessel was a showcase that Maersk is having intentions to take Congo in their route network with the larger vessels, at present investments are done in the port and the Congo terminal is at present also expanding – [Photo's : Marc Veenstra ©](#)



## CMA CGM tells smaller ships to withdraw from Asia-Europe to halt decline

NEW capacity coming on Asia-Europe trade lanes threatens to outpace demand while freight rates on east-west deteriorate unless smaller containerships withdraw, said Rodolphe Saade, executive of mega ship owner CMA CGM.

Trading conditions in the first half of the year have been difficult for many lines including Maersk which the French shipping giant shares joint services, suffering a profit decline of US\$120 million between April and June, reported London's Lloyd's List. Germany's Hapag-Lloyd and Singapore's APL also suffered second quarter losses despite growth elsewhere, said Mr Saade. The current order book is bulging with the most of the 1.6 million TEU on order in the 7,000 TEU range bound for Asia/Europe rather than the transpacific.

Spot rates are dampening with the new World Container Index reporting spot rate shrinkage on Shanghai-Rotterdam trade of \$22 in less than a week to \$1,512 per cent FEU with the Shanghai Containerised Freight Index decreasing by almost half from February to \$1,092 per TEU. Of those 60 services between Asia and Europe, 13 use ships of between 2,500 TEU and 4,999 TEU and 26 are of 5,000 TEU to 7,499-TEU and "must be in trouble", said Mr Saade. The New World Alliance and the Grand Alliance will feel the pressure to protect its Asia-Europe trades by ordering more in the 13,000-TEU range rather than its current average capacity of 8,000 TEU or less. CMA CGM has upped its tonnage to 16,000-TEU capacity on joint services with Maersk to keep in line with its 18,000 vessels.

Maersk group CEO Nils Andersen also has been critical of smaller players who weaken the overall picture and "get carried away and order new ships" investing in a trade where you can't gain market share or make money. APL, Hyundai Merchant Marine (HMM) have vessels of 10,000-TEU capacity on order with Japanese NKK and MOL chartering these vessels from partner lines. Although the trade lane is depressed, growth is returning Mr Saade said, forecasting a classic year for 2011 after record profits for carriers in 2010. **Source : Schednet**



The **NYK ARCADIA** seen moored in Le Havre – **Photo : Capt. Sébastien Fouéré**

**POSH SEMCO**  
60 Years of Offshore Excellence



**\* EPIC DIVISION**  
**\* 24 HOURS EMERGENCY RESPONSE**  
[www.poshsemco.com.sg](http://www.poshsemco.com.sg)  
[marketing@paccoffshore.com.sg](mailto:marketing@paccoffshore.com.sg)

**\* OFFSHORE CONSTRUCTION SUPPORT**  
**\* DEEPWATER SERVICES**  
**\* HARBOUR SERVICES**



## ROTTERDAM HARBOURDAYS 2011



The KNRM lifeboat **ANTOINETTE** seen during a demo with the AB-412 Search & Rescue Helicopter of the Dutch Airforce, the Dutch airforce purchased 3 of this helicopters in 1994 and based at Leeuwarden Airforce Base, the nickname of the heli's is "Tweety"

Photo top + left : Nico Ouwehand ©

Last weekend in the Port of Rotterdam the **WERELDHAVEN DAGEN** (world harbor days) 2011 were held, this event always attracts a lot of people to the port, were the ships are open for the public and the companies are opening their doors for the people also.



The former Dutch Minesweeper **SITTARD**, now the home of the Seacadets in Harlingen seen enroute Rotterdam to participate in the Worldharbour days 2011 – Photo : Skyphoto Maassluis ©



Photo : Jan Oosterboer ©



The **PRIDE OF ROTTERDAM** seen enroute Rotterdam to participate at the World harbour days

Photo : Frits Janse ©

## SUCCESSVOLLE WERELDHAVENDAGEN

Havenbedrijf Rotterdam, initiatiefnemer en hoofdsponsor van het Wereldhavendagen, is tevreden met het verloop van de 34ste editie van de Wereldhavendagen. Overal langs de kades van het festivalterrein liepen blijde mensen, genietend van spektakel op het water en de zon. De horeca deed goede zaken. De excursies naar de bedrijven zijn goed bezocht. De organisatie was erg blij met het Drijvend Paviljoen in de Rijnhaven dat dit jaar voor het eerst dienst deed als reisbureau. Er werden iets meer reizen verkocht dan vorig jaar. De organisatie vermoedt dat er circa 25.000 deelnemers de bedrijfsterreinen in de haven hebben bezocht. Veel bekijks kreeg de Fairplayer, het zware ladingschip van 'Jumbo Lines', met de Chinese draak en daardoor het vlaggenschip van deze Wereldhavendagen. De bijdragen van de Chinese gemeenschap uit Rotterdam vanwege het thema '100 jaar Chinezen in Rotterdam' was hartverwarmend. Het was daarom jammer dat zij een van de grootste slachtoffers waren van het noodweer van vannacht. Veel kraampjes op het Chinaplein zijn omgewaaid. Verder is de bliksem ingeslagen op een boot van de zeekadetten. Iets drukker Vrijdag was het drukker dan ooit op het festivalterrein. "Normaal is dat een opstartdag met speciale aandacht voor scholieren", aldus festivaldirecteur Sabine Bruijninx. "Nu was het meteen al gezellig flaneren langs de kades en een volle tribune tijdens de openingsceremonie. Op zaterdag had het niet drukker moeten zijn anders was het te vol geweest. Zondag was het even druk als vorig jaar." De organisatie heeft te weinig inzicht in bezoekersaantallen om daar een officieel cijfer aan te verbinden maar verwacht dat er iets meer mensen zijn gekomen als in 2010.

## CASUALTY REPORTING

### Blast on Board Sovcomflot Tanker

August 30 the Sovcomflot owned and Marpetrol operated tanker "**Mar Cristina**" suffered an explosion during operations prior to loading at Sandefjord, Norway. As a spokesperson for Marpetrol told SeaNews, there were no injuries to the crew, no fire and no pollution. The crew remain on board and are carrying out a damage assessment.

"**Mar Cristina**" was in ballast at the time. There is some damage to the vessel's main deck, which will require repairs. The decision regarding a repair yard is to be made yet. "**Mar Cristina**" remains at the berth, in a stable condition, as inspections continue. The cause of this incident is under investigation. Marpetrol was acquired by Sovcomflot and



Novoship back in 2006 “[Mar Cristina](#)”, 6,672 tonnes deadweight, is a double-hulled product/chemical tanker built in 2001. The vessel called at Sandefjord to load a cargo of waste water from shoreside storage tanks. Source : SeaNews



## NAVY NEWS

### Chilean sub to train in San Diego

The Chilean navy's diesel-electric submarine [Carrera](#) arrived in San Diego on Thursday, the latest foreign submarine that's deployed to the U.S. to train and operate with 3rd Fleet, the Navy announced. The visit, expected to last three months, is part of the Navy's Diesel Electric Submarine Initiative that enables foreign navies to train with the U.S. fleet. [Carrera](#), a Scorpene-class submarine, is the fourth Chilean submarine to participate in the program, fleet officials said in an announcement Thursday.

Navy officials in recent years have warned about increasing threats from the proliferation of the diesel-electric subs, which are among the world's quietest boats and popular with foreign navies and rogue states. Through DESI, which includes Peru, Colombia and Brazil, the Navy gets to train its submarine crews as well as surface ships, patrol squadrons and other units to hunt and operate with the foreign subs. While in San Diego, [Carrera](#)'s crew will be housed in on-base quarters and train alongside their U.S. counterparts. Source : NavyTimes

### Russia to lease nuclear submarine to India

Russia will provide a leased [Nerpa](#) nuclear submarine to the Indian Navy this month, the Russian Navy General Staff said Friday. According to a navy spokesman, Indian crew and Russian instructors have fully completed the submarine's tests.

India paid Russia 650 million U.S. dollars for the 10-year lease of the submarine which would be renamed to [Chakra](#), reported Interfax news agency. In October, the submarine will be moved to an Indian navy base where it could be used as a training vessel for the first Indian-built [Arihant](#) missile-carrier submarine. Leasing of the [Nerpa](#) was postponed in 2008 after a malfunction of the fire safety system killed 20 people. The third-generation Nerpa-type submarines carry torpedoes and Granat cruise missiles with 3000-km range. Source : Xinhuanet

## SHIPYARD NEWS

 <p><b>Follow TOSjobs</b></p> <p><a href="http://www.twitter.com/tosjobs">www.twitter.com/tosjobs</a></p>	<ul style="list-style-type: none"><li>• Global Ship Delivery</li><li>• Crewing Solutions</li><li>• Shore Based Jobs</li></ul> <p><a href="http://www.tos.nl">www.tos.nl</a></p>
--	---

### Ingalls Delivers USCG National Security Cutter

**Huntington Ingalls Industries, Inc.** said its Ingalls Shipbuilding division delivered the third National Security Cutter to the U.S. Coast Guard. A shipboard ceremony officially transferred ownership of **Stratton (WMSL 752)** from Ingalls to the Coast Guard. "Today we deliver another great ship to our nation's Coast Guard and celebrate the ingenuity and craftsmanship of the designers and builders who make it happen," said Ingalls Shipbuilding President Irwin F. Edenzon. "We have reduced the production schedule, man-hours and sea trial cards on NSC 3. We are proud of these accomplishments because they are a cornerstone in the relationship Ingalls has formed with the Coast Guard—a relationship that has allowed us to achieve stability in the class plan for building NSCs, which allows us to continue to improve the building process for these great ships." Ingalls has now delivered three NSCs, which are the flagship of the Coast Guard's cutter fleet, designed to replace the 378-foot Hamilton-class High-Endurance Cutters, which entered service during the 1960s. "This ship has come along further than her predecessors," said Rear Admiral John Korn, the Coast Guard's assistant commandant for acquisition and chief acquisition officer. "All three NSCs are great ships but this one has made several improvements in critical learning from **Bertholf** and **Waesche**. Thanks to Ingalls, Lockheed Martin and all the other contractors. We look forward to continuing our work together to build the most capable and technologically advanced cutters that the Coast Guard has ever seen. And it will be capable of everything we can imagine in a 21st century mission."

Ingalls builds the NSC hull and mechanical and electrical systems, while Lockheed Martin builds and integrates the command, control, communications, computers, intelligence, surveillance and reconnaissance (C4ISR) capabilities onboard the cutters. "I would like to offer my particular appreciation to the hundreds of dedicated skilled tradesmen and women who put their skill, commitment and personal pride in transforming plate and component into the cutter we have here today," said Capt. Charles L. Cashin, **Stratton's** prospective commanding officer. The NSCs are 418 feet long, with a 54-foot beam, displacing 4,500 tons with a full load. They have a top speed of 28 knots, a range of 12,000 nautical miles, an endurance of 60 days and a crew of 110. The **Legend-class** NSC is capable of meeting all maritime security mission needs required of the High Endurance Cutter. The cutter includes an aft launch and recovery area for two rigid hull inflatable boats and a flight deck to accommodate a range of manned and unmanned rotary wing aircraft. It is the largest and most technologically advanced class of cutter in the U.S. Coast Guard, with robust capabilities for maritime homeland security, law enforcement, marine safety, environmental protection and national defense missions. This class of cutters plays an important role enhancing the Coast Guard's operational readiness, capacity and effectiveness at a time when the demand for their services has never been greater. **Source :** **MarineLink**

## ROUTE, PORTS & SERVICES



**Seamanship**

**Whatever the ship.  
Wherever delivered.**

The world's ship delivery pioneer, Redwise, provides a top quality take-over, sailover, hand-over service for every type of vessel, wherever you need it delivered.

**Redwise**  
GLOBAL SHIP DELIVERY & CREWING

[www.redwise.com](http://www.redwise.com)      [info@redwise.nl](mailto:info@redwise.nl)

## Baltic index at near 9-month high, rally extends

The Baltic Exchange's main sea freight index, which tracks rates to ship dry commodities, rose to its highest in nearly nine months on Friday after surging iron ore and coal export business to Asia sustained a rally in recent days.

Brokers said a growing ship glut was set to cap dry bulk freight rate gains in the coming months. The overall index rose 3.45 percent or 58 points to 1,740 points, in a third day of gains and was at its highest since Dec. 24. Before Wednesday's rise, it had fallen for three sessions. The index had hit a near seven-month high last month. Brokers said firmer coal and iron exports from Australia to China had boosted the capesize market. Coal imports into Japan had also



picked up, while freight derivatives contract buying had added further upside momentum on the larger capesize ships. "Capesizes continue to be on fire as the tightness in Atlantic persists and ship owners becoming more confident. The boost seen in the Atlantic is having spill-over effects into the Pacific where Australian voyages to China are also inching higher," said Arctic Securities analyst Erik Nikolai Stavseth. "We think there is still upside to capesize rates as long as the basin-imbalance is in effect, but see the rate gains abating over the next weeks as ballasters will likely make an effort in getting in on the action." Earlier in August the index, which gauges the cost of shipping commodities including iron ore, coal and grain, dropped to its lowest in more than three months after falling for 18 consecutive sessions. It has remained erratic and is still over 30 percent down from the same period last year. The Baltic's capesize index rose 5.99 percent on Friday, with average daily earnings jumping to \$23,899 a day and at their highest since Dec. 20 last year. Capesizes typically haul 150,000 tonne cargoes such as iron ore and coal. "Five Capesize vessels were fixed to carry iron ore from Australia to China today at rates between \$10.90/ton and \$10.95/ton today, up from \$10.10/ton-\$10.30/ton yesterday," said Dahlman Rose & Co. Spot iron ore prices were steady on Friday, as miners held offers firm given an anticipated pick-up in Chinese steel demand as well as the continued tightness in supply from India, pushing up global indexes to nearly four-month highs. Inventories of imported iron ore at major Chinese ports rose 0.5 percent to a record 95.59 million tonnes by the end of this week.

"(Capesize) rates do have the potential to keep pushing up and the mood of the spot market appeared to be transferring to the longer term with period inquiry evident and rates pushing up," the Baltic Exchange said in its weekly report. The Baltic's panamax index rose 0.37 percent. Average daily earnings for panamaxs, which usually transport 60,000-70,000 tonne cargoes of coal or grains, reached \$. Worries over the health of the world economy have signalled more pain and even bankruptcies among dry bulk ship owners, who face a glut of new vessels ordered when times were good. "From a fundamental point of view, the market is definitely going to come off -- I can't see any other alternative," said Sverre Svenning, a director with broker Fearnley Consultants, pointing to the pace of ship deliveries. **Source: Reuters**

## MT PHOENIX IN THE DEEP



**South African Maritime Safety Authority (SAMSA)** removed the **MT Phoenix** on Saturday (3rd September 2011) from the shores of the Salt Shark Rocks. After two attempts to refloat the vessel on the 1st and 2nd of August 2011, Saturday proved to be SAMSA's last and final attempt to permanently put an end to the **MT Phoenix's** journey. The successful refloatation of the **MT Phoenix** was dependent on the combination of the below two factors. The state of the vessel had deteriorated in the process and a 300mm crack in the engine room had developed into a more than 2 metre opening, which was irreparable in the given conditions. SAMSA and the salvage team repaired the damages in order that the vessel would be adequately buoyant when pulled out. The engine room would be tidal as the opening could not be repaired effectively. The naval architects reports also indicated that the vessel would continue to float in its present condition even after the engine room was flooded. Even though the vessel is of a strong built, there was no guarantee that her structural integrity would hold, at the time of pulling, and for how long. In any event, the vessel had to be dragged over the rocks where she had marooned as calculations indicated that she had at least a 7 metre

trim when and she floated. The ideal conditions would have been a swell of at least 2,5 metres and spring tide height; which had fortunately been predicted for the day. Sobantu Tilayi, the executive head at SAMSA's Centre for Shipping Services "Removal of the **MT Phoenix** was crucial to ensure the safety of our environment and the protection of a new tourist destination on the KZN North Coast, Sheffield Beach near Salt Rock. We are satisfied with the removal of the **MT Phoenix**, a BIG THANK YOU to our partners." He continues to say " Although conditions were not favourable leading up to the morning of the removal; Mother Nature started to play ball at around 6am and we started pulling. We went up to about 90-percent of power on the tugs (**SMIT AMANDLA** and **SMIT SIYANDA**) that were pulling and the ship started moving because she had turned around seaward; and by 7.30 am she was free.



The **Queen Elizabeth** seen on her maiden trip to the River Forth - **Photo : Ian Dunnet ©**

## Dar port cargo clearance still slow – users

The Tanzania Ports Authority (TPA) has been challenged to reduce number of days in cargo clearance to make it more competitive against the other ports in the eastern and southern Africa region. Currently cargo clearance at the port takes between 3 to more than 4 weeks which is not healthy for many businessmen, according to businessmen interviewed by The Guardian. Businessman Mohammed Abeid, said if the situation persists Dar es Salaam port could find itself losing its business to more efficient nearby ports. He said cargo delay at Dar es Salaam port costs traders in terms of money and time since many people operate on loans. "I was clearing my goods through Dar port, but due to the delays I have shifted to Zanzibar port which takes only two days", he said. Abeid said time was an important element in the operations of many traders. "When the goods arrive at the port we want the clearance process shortened so that we pursue other activities," he said. He claimed that in most inland container depots, employees of TPA deliberately delayed the process of clearing containers and cars so that they stayed longer at the port yard, earning TPA more money. He noted due to the delays many local businessmen have threatened to move away from the port. The executive member of the Tanzania Truck Owners' Association (TATO), Fulgence Bube, was recently quoted as saying the Tanzanian port might continue losing business unless it significantly cut down dwell time in the clearance of goods. Dwell time is the period cargo remained at the port in-transit storage area while awaiting shipment. He said dwell time at the Dar es Salaam port is between two and four weeks, between six and nine days at Mombasa, Kenya, but only three days at Walvis Bay. "At such a level of inefficiency, some importers in Lusaka and Lubumbashi have opted to route their cargo via the Walvis Bay Port." Walvis Bay is 3,500kms from Lubumbashi, a distance that is 1,500kms longer compared to Dar es Salaam, but truck drivers spend hardly a week before delivering consignments to importers. The President of Dar es Salaam-based DRC businesspersons, Sumaili Edouard, also complained over delays at the port and theft of goods. He said they may be forced to move to other closer Indian Ocean countries if the problems persist. However the government has promised to upgrade the Dar es Salaam port infrastructure this financial year under the agreed master plan. According to the Minister for Transport, Omary Nundu, it was important for the port infrastructure improvement master plan to start immediately if the country is to realize its resolve of making Tanzania a commercial hub for eastern and southern Africa. He urged the TPA to make sure that it collaborates with other transport firms like the Tanzania and Zambia Railway Authority (Tazara) and Tanzania Railways Limited (TRL) in improving the transportation system to and from the port. He was optimistic that if the transport system is improved it will help bring back traders from Uganda and Zambia who left the port after the deterioration of services. **Source: The Guardian**



## Arab ship fleet surges in 2010

The combined capacity of the ship fleet in the Arab countries surged by nearly 14.6 per cent in 2010 after a slow growth in the previous nine years to surpass 14 million tonnes, according to official Arab data. The surge last year was nearly double the 7.5 per cent growth in the world's total fleet in 2010 although it was far below the global rate in the previous years, the Kuwaiti-based Inter-Arab Investment Guarantee Corporation (IAIGCC) said. During 2000-2009, the combined deadweight of the Arab fleet grew by only around 1.1 per cent, far below the 5.3 per cent global growth.

"In 2010, the Arab fleet sharply rebounded, growing by 14.6 per cent to reach nearly 16.048 million tonnes at the end of the year," said IAIGC, an affiliate of the Cairo-based Arab League. "The increase last year was a result of the delivery of new vessels to some Arab countries." The report said the sharp rise in 2010 boosted the Arab fleet's share of the global fleet to 1.3 per cent at the end of the year from 1.2 per cent at the end of 2009. The share had plunged from 1.8 per cent in 2000 to 1.1 per cent in 2008. A breakdown showed Kuwait had the largest fleet in the Arab world at the end of 2010, with a capacity of 3.85 million tonnes. It was followed by Saudi Arabia, with 2.3 million tonnes and the UAE, Libya and Qatar, with 1.36 million tonnes each. The report also showed oil tankers dominated the Arab fleet, accounting for nearly 53.3 per cent of the total vessels at the end of 2010 and nearly 1.9 per cent of the world's total fleet. Cargo ships accounted for 14 per cent of the Arab vessels while container ships amounted to about 10.3 per cent. **Source: Emirates Business**



The **WILSON SAAR** seen at the river Rhine passing Xanten (Germany) - **Photo : Joost Roeland ©**

## Wilhelmsen completed restructuring of its Australian logistics investments

Wilh. Wilhelmsen Holding ASA (WWH) has completed the sale of its Kaplan Investments in exchange for 88 million shares in Qube Logistics Holding Limited (Qube). "The Qube ownership strengthens our logistics engagement in Australia, being an important market for the WWH group. With Qube continuing to deliver good results and expanding activities, we are pleased to see the restructuring now being completed," says Nils P Dyvik, group CFO at WWH.

The share transaction was conducted on 1 September, following completion of all pre-conditions. The value of the new shareholding in Qube is initially USD 131 million, resulting in an accounting gain of USD 66 million to be reported in the third quarter of 2011. 75% of the shares in Qube are subject to a three year trading restriction. "The shares will be held through Wilh. Wilhelmsen Holding Invest AS, the newly established vehicle for investment in activities outside the scope of Wilh. Wilhelmsen ASA and Wilhelmsen Maritime Services," says Dyvik. WWH has nominated Peter Dexter as non-executive director of Qube. Mr. Dexter has over 40 years experience in the maritime and logistics industries in Australia and internationally, including 28 years working for the Wilhelmsen group. Among his present board positions he continues to serve as chair/director of several Wilhelmsen group companies operating in Australia.

"We are pleased that Mr. Dexter has accepted this new directorship in Qube, and I am comfortable that his extensive experience within the maritime and logistics industry will be valuable related to the further development of the Qube group" says Thomas Wilhelmsen, group CEO at WWH. The Qube group operates in three divisions covering automotive, bulk and general stevedoring, landside logistics and strategic development assets through brands that are well recognised and respected in the markets in which they operate. These businesses provide a broad range of logistics services throughout Australia, focused on the movement of imported and exported products. The Qube group is listed on the Australian Stock Exchange with a market capitalisation of approximately AUD 1.1 billion (USD 1.2 billion). With 88 million shares representing approximately 11% of total shareholding, WWH will be the second largest shareholder in Qube. **Source : PortNews**



The **MSC BRINDISI** seen in Rio Grande – Photo : Marcelo Vieira ©

## World Container Index launched, aims to become basis of derivatives market

THE World Container Index (WCI), a joint venture with London's Drewry Shipping Consultants, has been launched to offer another source of information on global freight rates. The first published World Container Index freight rates on September 1 showed increases on some major trade lanes. The spot container freight rate index on the Shanghai-Genoa route was \$2,270 per FEU in the first week of September, up eight per cent from the first week of August. On the Shanghai-New York route, the rate was \$3,477 per FEU, up 11 per cent compared to the one in the first week of August. The WCI rate indices for the backhaul routes from Europe and the US to China have remained stable over the past month. The WCI reports agreed spot container freight rates for major east-west trade routes and comprises 11 route-specific indices representing individual shipping routes and a composite index. Data is gathered from actual transactions reported by panellists in the US, Europe and Asia, representing a cross-section of users in the container freight market," said the WCI statement. Said WCI's Richard Heath: "The launch of the WCI is a major milestone for the container freight market. Our work in the build-up to this day has demonstrated both the appetite for this tool and the robustness of our approach and methodology." Philip Damas of Drewry, one of the WCI joint venture partners, said: "We expect trading of container derivatives against the WCI index to start this month. Moreover, shippers who have contacted WCI will gain access to the latest weekly indices and the historical prices, for the purpose of benchmarking and index-linked contract formation, from this week." The WCI claims that it is the only weekly assessment of container freight rates on backhaul as well as headhaul routes, providing risk management and hedging opportunities for all freight users. **Source : Schednet**

# OCEANWIDE SAFETY AT SEA





**OCEANWIDE S.a.S.**  
Safety at Sea

HARBOUR 1357 // BRIESELAAAN 69 // 3081 AA ROTTERDAM  
P.O. BOX 59053 // 3008 PB ROTTERDAM // THE NETHERLANDS  
TEL NR: +31 (0)10 – 215 10 53 // FAX NR: +31 (0)10 – 423 01 36  
INFO@OCEANWIDESAFETY.NL // WWW.OCEANWIDESAFETY.NL



ISO 9001  
BUREAU VERITAS  
Certification

HYPERBARIC LIFEBOATS // LIFEBOATS // RIBS // INSPECTIONS // MAINTENANCE // LIFEBOAT REPAIRS // COMISSIONING // LOAD TESTING



## Weak dollar hurts Bourbon



**IHS Fairplay** reports that operator Groupe Bourbon has reported first-half net losses of €21.4 million (US\$30.9 million) after it was hit by a fall in the value of the dollar. The group blamed an 11 cent drop in the value of the dollar against the euro for a €30.5 million increase in financial expenses, including unrealised exchange losses of €14.9 million compared to a €16.9 million gain in the first half of 2010.

Left : **BOURBON SURF**—Photo : **Bob Kok** ©

The first-half net losses compared to revised profits of €41 million a year earlier. However, revenues rose by 8.8 per cent year on year to €482.7 million during the half, while operating income jumped by 19.9 per cent y/y as the group felt the first benefits of recovery in the offshore oil and gas sector. CEO Christian Lefevre said the industry had reached the end of the downturn that started in 2008 and the market for modern offshore vessels had begun to turn round.

"Bourbon has every chance of being the first to benefit from this new turn of events, thanks to a high-performance modern fleet and a worldwide network," he said. The number of vessels in the group's fleet rose from 390 at the end of last year to 406 at the end of June this year, while utilisation rates increased from 79.8 per cent to 83.4 per cent over the same period. Lefevre added that the group was expecting the increase in utilisation rates to be matched by higher daily hire rates at the end of this year and in 2012.



A Smit harbour tug seen assisting the **MAERSK EDMONTON** into Rotterdam-Europoort

Photo : **Henk Claeys** ©

## Union makes bid for SeaFrance

**Bid focuses on the creation of a co-operative of SeaFrance workers**

SeaFrance's main staff union, the CFDT, has officially filed a takeover bid for the ailing cross-Channel operator which has been under administration since June 2010. The bid, which was submitted to the judicial administrator at the end of last month, focuses on the creation of a Société Co-opérative Ouvrière de Production (SCOP) – a co-operative of SeaFrance workers who would own and manage the focuses on the creation of a workers co-operative.

It makes provision to retain all of SeaFrance's 890 staff on permanent contracts, with the exception of several senior executives, and a further 200 workers employed by the company on fixed term contracts. "Our bid is not fantasy but a serious attempt at saving around 1,000 jobs," a union official said. The co-op would acquire SeaFrance's fleet of four vessels for a token €1 including the Molière, which is still financed through a lease-back arrangement.

To run the 'new' SeaFrance, the co-op would require as yet unidentified investors stumping up working capital totalling EUR50 million, in the event of market conditions remaining stable, rising to EUR80 million if a new economic crisis emerged. The co-operative is also likely to have to call on regional government agencies and state investment bank, Caisse des Dépôts, in its bid for SeaFrance, in the form of financial support to lease-back the three vessels which SeaFrance owns. Additional funding will also have to be found to meet new anti-pollution norms, representing an estimated €4.3 million per vessel.

If judged to be viable by SeaFrance's administrator, the co-op's bid would take its place alongside two takeover bids already on the table: a joint offer from LDA and DFDS and another from Being Bang, a firm based in the Paris suburbs.

The bids will be examined by a Paris commercial tribunal at a hearing at the end of the October when SeaFrance's period in administration expires. At the same hearing, the court will consider SeaFrance's new restructuring plan which is being proposed in the event of the takeover bids being rejected. **Source : ifw-net.com**

## Holyhead-Dun Laoghaire Seasonal Service

STENA Line announced plans to reduce the current HSS fast craft Holyhead to Dun Laoghaire operation to a seasonal service. Michael McGrath, Area Director for Stena Lines business on the Irish Sea, said:

The fast craft service operating between Holyhead and Dun Laoghaire has traded at a financial loss for several years. The high operating costs of the **HSS Stena Explorer**, particularly in terms of fuel costs and gas turbine maintenance, has been a major factor in this and despite all our attempts to reduce operating costs over the last few years, it has not been possible to return the route to profitability.



Photo : Rob de Visser ©

The vast majority of revenue from the fast craft service is generated from car and coach guests and is received during the peak summer trading period. In 2010 for example, 73 per cent of the turnover on this route was generated between the months of May and September. This is a similar trend to previous years. Stena Line added that unlike the Ropax vessels operating on other routes, there is very little revenue from freight customers on the Holyhead to Dun Laoghaire Route. Freight is a very important source of revenue on the Ropax services, bringing important income 52 weeks a year. Stena Line considers that the long term solution for the fast craft service is to operate on a seasonal basis each year, and it is planned to operate the **HSS Stena Explorer** until 13 September 2011. The craft will then lay-by over the winter period until the 2012 season. The company believes this is the only way to continue the Holyhead to Dun Laoghaire service and is the best way to ensure the overall financial success of the Central Corridor. Commenting further Mr McGrath said: We regret that this decision will have an impact amongst our ship's personnel and our port operations staff in Dun Laoghaire but this is a decision that has to be taken for the benefit of the overall business. We simply cannot continue to sustain these levels of financial losses. Going forward we believe the combination of our two Ropax vessels operating from Holyhead to Dublin, combined with this seasonal fast craft service between Holyhead and Dun Laoghaire will provide our customers with the capacity and frequency that the



market requires. We will now embark on a period of consultation with our staff and their union representatives to discuss the implications of the proposed changes with them. **Source : Stena**



The **BOW BRASILIA** seen at the Westerscheldt River – **Photo : Steve Oppeel – [www.stevo.be](http://www.stevo.be) ©**

## Hybrid Ferry build in Bridgeport

Mayor Bill Finch celebrated the New York Hornblower Hybrid, a cutting-edge 600-passenger vessel being built at the Bridgeport Regional Maritime Complex shipyard on the eastside of Bridgeport harbor. This new 168-foot vessel is a high-tech, hybrid-power ferry that utilizes a unique power management system which integrates multiple energy sources from solar panels, wind turbines, a hydrogen fuel cell, diesel engines, and shore side electric power to charge an array of 192 batteries that run the ferry's twin electric motors. "This project proves that our BGreen 2020 Initiative is helping to spawn 'green' jobs and sustainable transportation vessels," said Mayor Finch. "Anytime you can build a rail car or ferryboat for mass transit it's good for the environment and for the economy. Hornblower's hybrid ferry is a great example of the growing importance of sustainability and alternative fuels in many industries and the bright future for 'green' jobs."

The sustainability theme extends well beyond just the propulsion system. The vessel makes "adaptive reuse" of a steel hull salvaged from a used casino boat and employs a multiplicity of energy saving features that rival the LEED standards for sustainable buildings. The hybrid ferry is owned by Hornblower, a national maritime company which, in collaboration with Derecktor Shipyards, is fabricating the vessel for its own use to provide service to the Statue of Liberty & Ellis Island in New York Harbor. Hornblower first experimented with hybrid technology several years ago when it built a smaller 64-foot vessel for cruises to Alcatraz Island on San Francisco Bay. "Bridgeport has proven itself to be a great city for us to do business," exclaimed Cameron Clark, Hornblower's Director of Environmental Affairs and Special Projects, "We look forward to future opportunities to fabricate more vessels, as well as repair and maintain our fleet here." Hornblower has a crew of 20 skilled workers in place to complete the ferry.

The vessel was launched on Friday and will remain in Bridgeport for several more weeks to complete the fitting-out and sea trials. Hornblower will continue this work in partnership with the United States Coast Guard as they complete the certification process and begin service. "This vessel is fruit born of our commitment to the marine industry" noted Donald Eversley, Bridgeport's Director of Planning & Economic Development. "We have several initiatives at work to continue to grow this vital sector. The shipyard is a major resource for both the city and the state and provided the opportunity for Hornblower to construct this incredible vessel." The BMRC is a 23-acre facility owned by the Bridgeport

Port Authority, where Hornblower and Derecktor as well as other companies are active onsite. Hornblower, operating as Hornblower Cruises & Events, HMS Global Maritime, and several other divisions and affiliates, runs the largest private vessel fleet in the U.S., based in San Francisco, New Albany, Indiana, and New York City. Source : WTNH

## MARITIME ARTIST CORNER



Latest watercolour by [Ronald van Rikxoort](#), the [FLINTERCARRIER](#) seen in the Port of Rotterdam

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



Once Spliethoff's [SNOEKGRACHT](#) the [TOKAY CILLIOGLU](#) has been laid-up off Tuzla for several years during which time her condition has deteriorated. At some point since September 2010 her cranes and foremast have been removed. - Photo : [Simon Smith](#) ©



The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information

## **UNSUBSCRIBE / UITSCHRIJF PROCEDURE**

To unsubscribe click [here](#) (English version) or visit the subscription page on our website.  
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

Om uit te schrijven klik [hier](#) (Nederlands) of bezoek de inschrijvingspagina op onze website.  
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL>