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The SINGAPORE seen for a refit in drydock at ST Marine in Singapore
Photo : Ernest Timmerman ©

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The Dutch flagged TSHD **NILE RIVER** seen Westbound in the Singapore Straits – Photo : Piet Sinke ©

China dismisses report of confronting Indian naval ship

China dismissed as "groundless" a media report that its navy had confronted an Indian naval ship in the South China Sea while returning from a goodwill visit to Vietnam. "The report is denied by the Indian navy. We also conformed with the relevant authorities. The report is groundless", Chinese Foreign Ministry Spokesperson, Jiang Yu told a media briefing. She was replying to questions whether the Chinese government had verified Indian government statement

that its naval ship, **INS Airavat** received a radio message, while through South China Sea, by a caller identifying himself as the "Chinese Navy," stating that "you are entering Chinese waters". Jiang said "I hope that media while reporting on such matter consult and confirm with the relevant governments". The Financial Times of London last week reported that a Chinese warship confronted the Indian navy vessel shortly after it left Vietnamese waters in late July in the first such reported encounter between the two countries' navies in the South China Sea. Meanwhile, a UK-based risk consultancy firm said the alleged confrontation is an evidence that the South China Sea would remain an arena of tension and competition. "Challenging an Indian vessel in an area other countries consider to be international waters will add to widespread perceptions that China's more robust assertion of its maritime territorial claims is the main drive of frictions," said the report "South China Sea: Heating Up" by the Control Risks.

Contrary to popular perceptions, zero-sum competition for oil and gas resources was not the key factor stoking tensions in the South China Sea, especially the Spratly and Paracel islands which are being claimed by China, Taiwan, The Philippines, Vietnam, Malaysia and Brunei, it said. Most claimant countries, including China, were open to considering joint development of the oil and gas resources around the disputed islands. However, China would only pursue such approach to the extent that it does not undermine its sovereignty claims or aspirations to greater influence in the South China Sea, said in the report by Control Risks, the regional headquarter of which is in Singapore. "China will be cautious in any actions that could threaten the security of foreign vessels, but reported harassment incidents show that it is willing to take action beyond the diplomatic sphere," said the report. **Source : DeccanHerald**



The **FLINTERCAPE** seen outbound from Rotterdam – **Photo : Cees de Bijl ©**

Bangladesh to allow India to use Chittagong, Mongla ports

Bangladesh and India will sign a Letter of Exchange (LoE) during Prime Minister Manmohan Singh's visit to Dhaka, paving the way for Indian use of the Chittagong and Mongla seaports, officials said Sunday, Financial Express reports.

Foreign Minister Dipu Moni told a press briefing that the two nations won't sign any blanket transit deal during Manmohan Singh's September 6-7 visit, instead they would ink a broad-based LoE based on the deals made in 1972 and 1980. She said the LoE will lay the ground for a number of legal instruments and modalities that the two nations will have to sign in order to allow India to use Bangladeshi seaports, fix the usage tariff, modes of transportation and routes. The Letter of Exchange would spell out the two nations' "agreement" on the Bangladeshi port usage, she said, adding the LoE would also make way for regional connectivity long cherished by the people of South Asia. Shipping Secretary Abdul Mannan Howlader said after the LoE, the two nations will sign modalities on the use of Bangladeshi ports by India before a March 31, 2012 deadline. "In the Letter of Exchange Bangladesh will in principle agree to let India use Chittagong and Mongla ports to carry out export import activities mainly for its seven sister states,"

Howlader told the FE Sunday. He said foreign ministers of the two countries would ink deal the LoE. But the shipping officials will later negotiate the modalities and then sign instruments before the deadline. "Concerned organisations of the two nations will decide whether India will use rail, road or waterways for accessing the ports. Necessary memorandum of understandings or protocols will be signed after the decision," he said. Prime Minister's economic adviser Dr Moshir Rahman presided over the meeting to fine tune the LoE and other agreements and MoUs the two nations will sign during Manmohan Singh's 30-hour visit here. India wants to use the Chittagong port to carry goods to its seven north-eastern states, known as Seven Sisters in India. The states are Arunachal Pradesh, Assam, Manipur, Meghalaya, Mizoram, Nagaland and Tripura. It also wants to use the ports for exporting goods from these states. Assam is home to the world's largest tea growing region and the country's major oil producer. Other states are rich in minerals. Landlocked Nepal and Bhutan are also interested to use the Chittagong and Mongla ports as parts of their efforts to cut sole dependence on India to carry out foreign trade. The ministry of shipping (MoS) earlier formed a six-member committee headed by its joint secretary Abdul Quddus to examine whether the country's two seaports are ready for Indian use. The committee found that the facilities are adequate to take the extra load in case India and two landlocked nations start using the port immediately. Chittagong port, one of the biggest in the South Asian region, has now a capacity to handle an aggregate volume of 1.6 million TEU (twenty feet equivalent units) containers. In the 2010-11 financial year ended in June, the port handled 1.47 million TEUs, officials said, adding 70 per cent of the terminals and yards were utilised during the year. Mongla Port has the capacity to handle 50,000 TEU containers a year, but only 20,000 TEU of sea-borne cargoes were handled last year. **Source : PortNews**



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The **FAIRMOUNT SUMMIT** seen during the harbour days last weekend in Rotterdam – **Photo : Rik van Marle ©**

JONGE KOOP VAN UTRECHT



Sinds 1991 is de sloeproevereniging "**Roeiploeg Hogeschool Utrecht**" actief op de wateren in en rondom de stad Utrecht. Qua huisvesting (opslag van attributen, onderhoudsmaterialen, enz.) was men afhankelijk van de mogelijkheden binnen de huisvesting van de Hogeschool Utrecht en/of derden.

Vanwege het feit dat Hogeschool Utrecht in de tijd diverse locaties heeft afgestoten verdween daarmee ook de opslagmogelijkheid. De oplossing werd toen gevonden in ruimte welke gehuurd kon worden bij een sporthal gelegen aan het water. Nadat in 1999 het noodlot de vereniging trof, vanden hebben het opslaghok in brand gestoken, verloren zij al hun losse inventaris (zoals de voor het

roeien essentiële riemen). Dit was voor een aantal actieve leden aanleiding om te gaan zoeken naar een meer onafhankelijke en veilige huisvesting:

een historische zeiltjalk met een ligplek in de museumhaven van Utrecht.

Om dit te kunnen realiseren is de Stichting Studenten Faciliteiten (hierna te noemen SSF) opgericht. Primair doel was het aankopen en restaureren van het schip, zodat het dienstbaar is als clubhuis voor de sloeproei vereniging Roeiploeg Hogeschool Utrecht. Secundair doel is dat het schip de mogelijkheid biedt aan studenten om op projectmatige basis studiegerelateerde projecten werkelijk te kunnen uitvoeren.

Op 11 oktober 2001 is door de SSF met hulp van de Hogeschool Utrecht de oudste (bouwjaar 1889) nog varende stalen zeiltjalk van Nederland aangekocht. De **Jonge Koop van Utrecht** verkeerde in een erbarmelijke staat nadat deze tussen 1964 en 2001 in een sloot als magazijn had dienst gedaan. Met inspanning van veel vrijwilligers, sponsors en donateurs wordt deze tjalk gerestaureerd. Vandaag de dag is de "**Jonge Koop van Utrecht**" een aanwinst in de vloot van historische vaartuigen. Jaarlijks vinden er meerdere verhuren plaats, waarbij het schip weer doet waarvoor het gemaakt is: zeilen. Wellicht niet met vracht maar nu met passagiers die genieten van een dag op het water.



Daarnaast is het voor de leden van de **Roeiploeg Hogeschool Utrecht** en de vele vrijwilligers een thuishaven nabij het centrum van Utrecht. Het is dan ook niet verwonderlijk dat deze bijzondere tjalk een vaste ligplaats heeft in de museumhaven, waar naast dit historisch schip uitsluitend cultuurwaardige schepen liggen.

Als gevolg van het gewijzigde beleid binnen de Hogeschool Utrecht wil de Hogeschool Utrecht af van haar financiële aandeel binnen de SSF. Door de hoge kosten die gemoeid zijn met het onderhoud en de verdere restauratie van de **Jonge Koop van Utrecht** is de SSF niet in staat aan dit verzoek te voldoen.

Nu heeft de SSF van de Hogeschool Utrecht het volgende voorstel gekregen: uiterlijk 31 december 2011 wordt het financiële aandeel van

de Hogeschool Utrecht (€ 60.000,-) overgemaakt aan de Hogeschool Utrecht. Hierbij doneert de Hogeschool Utrecht eenmalig € 20.000,-. Voor de SSF blijft er dan nog een bedrag open van € 40.000,-.

In een businessplan heeft de SSF toegelicht hoe zij denkt dit bedrag bij elkaar te krijgen. Enkele voorbeelden van de acties uit dat businessplan zijn:

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- Exploitatie van de Jonge Koop van Utrecht,

Indien de SSF niet in staat is dit bedrag voor 31 december 2011 over te maken, zal de oudste nog vaarde tjalk voorgoed uit het beeld van de museumhaven van Utrecht verdwijnen.

Draagt u de historische vloot van Nederland en onze bloeiende vereniging een warm hart toe, steun ons dan in het behouden van dit prachtige stuk erfgoed.

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Met uw gift zijn wij in staat om de '**Jonge Koop van Utrecht**' te behouden voor de toekomst.

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ALE's Innovative solution for Offshore Installation



Photo : Skeyesphoto - www.skeyesphoto.com ©

ALE successfully installed a Riser Access Tower weighing 800te using a bespoke, innovative design for offshore installation. ALE was contracted to install the Riser Access Tower (RAT) on the K15-FA-1 gas field. This RAT was built in sections in Gorinchem, the Netherlands and then assembled by ALE using mobile cranes.


After assembly the RAT was loaded-out by means of ALE's SPMT trailers onto a cargo barge. After seafastening the barge was towed to the installation point in the K15-FA-1 gas field. The barge is equipped with a heavy duty grillage for the skidding system; this grillage also contains the main rotation point of the upending frame and the connections for the upending strand jacks and cylinders.

ALE design engineers created the bespoke upending frame that is used to support and guide the RAT during skidding, upending and lowering. The skidding was performed by a hydraulic compensated and self propelled skidding system. After upending the RAT was lowered on the sea bed by means of two strand jacks. Full control during the positioning, the self penetration, suction and final positioning was managed by the ALE team using the expertise of suction pile foundation specialist SPT.



The **MSC CORDOBA** seen enroute Antwerp – Photo : Henk de Winde ©

See the Hoek van Holland KNRM Lifeboat **JEANINE PARQUI** during some tests at this movie made by Kees Torn : <http://youtu.be/ApCHv81qMLs>


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695 tusks found in Port Klang

Barely two weeks after a seizure of elephant tusks worth RM2.3mil in Penang, the Customs Department here found two containers filled with 695 elephant tusks valued at RM3mil. "The shipment was declared as recycle crush plastic" (sic) and was on transit from the Dar es Salaam port to China," Customs assistant director-general Datuk Zainul Abidin Taib said.

Zainul said the tusks, hidden among the recycled plastic in the 20-foot containers, weighed about 2,000kg and were seized on Friday. On Aug 19, 664 elephant tusks weighing 1,586kg were seized in Penang. Speaking to reporters yesterday, Zainul said both shipments were from Tanzania, and had stopped for transshipment in Malaysia, with China being its final destination. On the Port Klang seizure, he said they had sent a team to "escort" the two containers, after being tipped off by Customs officers in Penang, to the department's marine enforcement store. A Customs team checked through the two containers and found 92 plastic bags of tusks amidst the recycled plastics. Zainul said there

was a possibility that the same syndicate was behind the Penang and Port Klang cases due to the same modus operandi. "Investigations are ongoing. So far, no arrest has been made in both cases," he said. Zainul said they wanted to find out why the smugglers had chosen to transit in Malaysia instead of sailing directly to their final destination. "Logically, it is not cost-efficient to stop for transit," he said. He added that the perpetrators had violated the International Trade in Endangered Species Act, which carries a fine of up to RM100,000 per animal, or a maximum of RM1mil in total. Zainul said those with more information on smuggling activities should contact the Customs Department at 1800-88-8855.

"We want to prevent Malaysia from becoming a transit hub for illegal goods," he said. Last week, wildlife monitoring trade network Traffic regional director Dr William Schaedla said Malaysia had emerged as a major hub for illegal ivory trade in the past few years. News reports have stated that at least 20 tonnes of illegal ivory have passed through Malaysian ports since 2003. Just a week ago, 794 African ivory tusks were confiscated by Hong Kong authorities after they arrived by sea from Malaysia. The tusks, estimated to be worth HK\$13mil (RM4.97mil), were concealed in a consignment declared as non-ferrous products for factory use. The seizure came after another report that about 1,000 elephant tusks hidden in a container of anchovies, bound for Malaysia late last month, were seized by Tanzanian authorities. **Source : The Star**



The **ABIS BILBAO** seen at the river Tyne – **Photo : Kevin Blair ©**

Dry bulk market's rally powers through to new week, but a correction could be overdue

The dry bulk market's freight rates kept leaping forwards during the beginning of the week, with the industry's benchmark, the Baltic Dry Index (BDI) rising once again to 1,750 points, up by 0.57% compared to its ending on Friday. Yesterday, most ship markets were higher, with the Capesize segment once again leading the pack. The Baltic Capesize Index was up by 0.67% yesterday to 2,995 points, with rates reaching their highest in months. On a similar note, the Panamax market was up by 0.25% to 1,634 points, while the smaller Handysize ships also managed to edge higher, reaching 673 points, up by 0.45% on the day. In its latest weekly dry bulk report, shipbroker Barry Rogliano Salles (BRS) said that the very strong rise in Cape rates pushed through an overall improvement in the BDI this week, although relatively little benefit from the Capes has so far trickled down to the other sizes. "The BDI gained almost 13%, while the BCI continued its remarkable performance climbing to 2,975 points, equivalent to a 27% gain w-o-w. The BPI and BSI lost a marginal 1.2% and 0.5%, while the BHSI was up by 0.5% to 670 points. Underpinning the increase in Cape rates, China reported record levels of import stockpiles Friday, at 95.59m tonnes. Imports originating from Brazil fell slightly against a week ago, but both Australia and India showed increases, with Indian imports rising 3.7% w-o-w" said the Paris-based shipbroker. Commenting on the Capesize boom, it said that it was "another exceptionally strong week for the Capesize market, taking the BCI up to 2,975 points and the 4TC to \$23,899, a rise of

43% and the highest levels seen since December 2010. A surge of incoming cargos was the reason, helped by firming steel demand in Asia, in particular China and Japan. Although gains were apparent across the board, Aus-China and the Atlantic slightly outperformed Braz-China. The newfound optimism, at least for the next month or two, resulted in more period enquiry. A one -year period deal was reported for a 2010- built 176,000 tonner at \$14,000 with delivery China mid September. Meanwhile a 175,000 tonner was reported booked in the Pacific for 5-7 months at \$19,000. October FFA prices were trading Friday at \$19,255, compared to just \$14,325 a week ago" said the report.

On the Panamax front, "there was a marginal drop of -\$153 on the 4TC Panamax w-o-w as the Atlantic softened by -\$861, however this was balanced mainly by the Pacific basin's increase of \$485 w-o-w. This overall drop had little effect on paper which posted gains across the curve for the week, mainly driven by the dramatic increase in Cape paper prices.

The increased activity and gains displayed on the Cape market did not filter into the smaller sizes in any significant way. In the Atlantic there was limited fresh enquiry whilst growing open tonnage gave impetus to a softening of rates throughout the week. The Pacific on the other hand did realise gains over the week mainly on the back of spot fixing for Indonesia and Australia cargoes, which extended through to increased short period business being concluded also. The short period market for Panamax LME delivery North China firmed up a bit during the week from \$13,800 to \$14,500 end of the week reflecting a more positive sentiment for the coming months" said BRS. As far as the Supramax/Handy markets are concerned, there wasn't much excitement going on in the market this past week. "We hope/expect that the activity will start picking up now that summer is over and everyone has returned from vacation. For Supras, the Baltic Index lost 7 points to finish at 1,379, whereas the TC average decreased by \$74 to finish at \$14,489. Modern Supras were fixed from the USG to the Far East in the region of the high \$20,000s, and in the mid \$20,000s to the Med. From the Continent, modern Supras were fixed to the Med somewhere in the mid/high \$10,000s. For the smaller sizes, the market remained pretty much steady last week for Handies, with the Baltic losing 1 point and finishing at 670. The TC average for Handies increased by \$8 to end the week at \$9,945. From the USG, Handies were fixed to the Med in the mid \$10,000s and in the low/mid \$10,000s for a trip ex ECSA to the Med/Black Sea area. From the Cont a trip is a touch under \$10,000 for NCSA des t inat ion. In the East, Supras were fixed around \$13,500 for dop China via Indonesia redel Far East. Supras open China were fixed around \$8,500 for trips via Indonesia to East Coast India. The Aussie round was fixed a t o u c h b e l o w \$ 1 0 , 0 0 0 . On period, modern Supras were taken in the Far East for 4/6 months around \$15,000 with redelivery worldwide" concluded the shipbroker. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The **MAERSK EDMONTON** seen arriving in Rotterdam-Europoort – **Photo : Henk Claeys ©**

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may reach you irregularly**

Shipowners and government in pirate face-off

Shipowners are not to get private security to protect their vessels against pirates but leave their protection to the government, a special committee has concluded. The proposal has angered the shipowners, who say it's impractical and needlessly complicated. Merchant ships, the committee proposes, should get temporary military protection. Committee chair Joan de Wijkerslooth:

"We do not say private security is not allowed. All we say is: don't start there. Under the current circumstances, it's much easier for the defence ministry to deploy people, as a sort of temps, for example from private security firms. These people can then be sent along, with the status of temporary soldiers."

Tineke Netelenbos, who represents the Dutch shipowners, dismisses the proposal as impractical. "The government should certify certain private security firms and see to it that shipowners only use those that are certified. That is much more practical than the current roundabout proposal which is going to cause a lot of red tape at the defence ministry. Heavy weapons Pirates, the committee maintains, can only be deterred with heavy automatic weapons. Temporary soldiers are allowed to use such weaponry, but private security guards are not. That would require changing the law, which would take two or three years. "Does that help the shipowners—now? It doesn't.", De Wijkerslooth warns.

The past few years have seen 250 Dutch requests for additional security. Only a few dozen have been granted. Despite the constant threats, no Dutch ships have been attacked by Somali pirates. De Wijkerslooth says he understands the shipowners' worries.

"Currently, ships sail in convoys or make illegal use of private security guards. That's not the idea: if something goes wrong, shit will hit the fan."

In a reaction, Defence Minister Hans Hillen says: "It's important that the committee has concluded that the use of violence is something for the government to coordinate. But our talks with the shipowners are excellent and we also provide them with marines. So I trust we'll work things out."

Other EU countries are facing the same problem. But Norway does allow private security firms to protect ships. De Wijkerslooth: "There are a few countries that do. I know German politicians are beginning to consider the option too. But then it has to go to the cabinet, and after that it has to become law."

Most of the pirates threatening ships come from Somalia. Are talks being held with Somalia about this? De Wijkerslooth: "No, talks with Somalia are not an option now. The country no longer has a functioning administration, none at all. And even if they really wanted to do something about it, they simply lack the capacity. They have no normal infrastructure. So it's of no use."

Five Somali pirates captured by the Dutch Navy in November 2010 were tried in the Netherlands in August 2011. They were found guilty of hijacking a South African yacht and sentenced to prison terms ranging between 4.5 and 7 seven years. South Africa refused to try the suspects. **Source: RNW**



The **FALCON NOSTOS** seen outbound from Amsterdam – **Photo : Marcel Coster ©**



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Omani maritime authorities thwart piracy attempt

Omani naval authorities have foiled an attempt by Somali pirates to hijack a Liberian flagged vessel some 34 nautical miles southwest of the country's main container transshipment hub at Salalah, Gulfnews reports. The incident was reported on Friday, and comes less than two weeks after pirates seized a chemical tanker barely two nautical miles from the same container port in one of the most audacious attacks so close to the Omani coast. Following that successful seizure, Oman stepped up naval patrols off its southern and southeastern seaboard, which has witnessed a surge in pirate activity in recent months.

In an official statement issued to local media, the Royal Oman Police (ROP) said authorities rushed to the aid of the Liberian-flagged merchant ship on Friday when it came under attack. While the Royal Air Force of Oman scrambled a surveillance aircraft to the area, a Coast Guard vessel also sped to the site, eventually prompting the pirates to flee.

Meanwhile, in another incident also reported over the weekend, an Omani naval force regained control of a hijacked dhow that had earlier been seized off the Somali coast. According to a security official, a patrolling warship of the Royal Navy of Oman spotted the commandeered dhow in international waters south of Salalah. Warning shots were fired, upon which the alleged pirates ditched their weapons into the sea. Ten Somali nationals were arrested and handed over the ROP for prosecution. The dhow's 11 Asian sailors, who were held prisoner by the pirates, were freed, the statement added. **Source : PortNews**



The **CMB BIWA** seen anchored of Singapore last Saturday – **Photo : Piet Sinke ©**

Maersk invests or commits US\$12 billion in 2011 to maintain lead

MAERSK group's strong cash flow and healthy balance sheet make it possible to invest in long-term profitable growth of the core businesses in spite of short-term market volatility and risks, the company declared on its website.

"Container shipping will remain a high growth industry and Maersk Line will be the undisputed industry leader - delivering margins and returns ahead of competition. Customer focus combined with an efficient fleet will secure and strengthen competitiveness," said the statement. APM Terminals aims to be the leading global port operator with financial returns and growth above market and will be a significant contributor to the groups cash flows and earnings, said the statement. In the first half-year of 2011 alone, Maersk group has either spent or committed US\$12 billion on various projects. "We are investing in a strong and exciting future for the group and its employees," said CEO Nils Andersen. "We want to strengthen our market positions further, especially in growth markets, and our focus will primarily be on seven core businesses within two industries, shipping and oil and gas," said Mr Andersen. Within the shipping industry, two core businesses - container shipping and terminal activities - will have priority for investment in further growth, whereas investments in Maersk Tankers, Damco and Svitser will be driven by market opportunities, said the company statement. **Source : Schednet**



The P 3 seen during the Worldharbour days in Rotterdam – **Photo : Jasper van Raemdonk ©**



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NAVY NEWS

Ship in 'Transformers' movie docks at Port Klang



American aircraft carrier **USS John C. Stennis**, seen in the movie *Transformers: Revenge of the Fallen*, is in town. The vessel made a scheduled port call yesterday, with 5,000 sailors and dozens of fighter jets on board. Although the **USS John C. Stennis**, also called the CVN-74, had served in various operations in Afghanistan and other hotspots, and responded to disasters such as Hurricane Katrina and the tsunami in Indonesia, the ship is better known for its cameo appearance in several movies.

Besides *Transformers: Revenge of the Fallen*, in which the carrier was seen in the film's final battle in Egypt, the 15-year-old ship had also appeared in the movies

Executive Decision and *The Sum of All Fears*, as well as in an episode of television series *NCIS*. "It was in October 2008 when they filmed *Transformers* on board. (The director) Michael Bay, (actor) Shia Lebeouf and everyone was here.

"We were off the coast of San Diego, and they spent about a week filming," said the ship's public affairs officer Cindy Fields. It was a hectic time, recalled Fields, as the sailors and air wing personnel were preparing for deployment. "So we had them filming on one end, while tankers were taking off to refuel our jets which were in mid-air," she said.

The fast combat support ship **USNS Rainier** offloading cargo onto the Nimitz-class carrier and the Arleigh Burke-class destroyer **USS Dewey** during a replenishment at sea. Lt Jesus Uranga, who was not around during the filming, said one of the crewmen even boasted that he was Optimus Prime.

"He told me he was holding on to a high pole on the flight deck. The movie producers later superimposed Optimus Prime over the pole using CGI (computer generated imagery)," he said. Rear Admiral Craig Faller, who is commander of Strike Group Three, which includes the **USS John C. Stennis** and a few destroyers, said he was very happy to visit Malaysia and would exchange views with his Malaysian counterparts. "We are proud of our equipment, but we are most proud of our crew," he said. He added that the average age of the crew was 26, with those on the flight deck averaging only 21 years of age. Capt Ronald Reis, commanding officer of the **USS John C. Stennis**, said the United States would like to have regular visits to Malaysia. **Source : The Star**



Singapore's Fearless class OPV **94 FEARLESS** seen patrolling the Singapore Straits - **Photo : Piet Sinke ©**

SHIPYARD NEWS



Flensburger lays keel for new RO/RO ferry



Germany's Flensburger Schiffbau-GmbH & Co. KG recently laid the keel for Yard No. 747, the second in a series of four Roll-on/Roll-Off ferries for Seatruck Ferries. Just days prior to the keel laying, the German shipyard launched the first in the series, the Seatruck Progress.

The keel laying ceremony for Yard No. 747 and the launching of Seatruck Progress can be seen Flensburger's website at [http://www.fsg-ship.de/198-1-Latest-](http://www.fsg-ship.de/198-1-Latest-Videos.html)

[Videos.html](http://www.fsg-ship.de/198-1-Latest-Videos.html)

Seatruck Ferries will add the four new ships to its all freight service on the Irish Sea over the next year. Each 18,920 gt vessel is 142m x 25m, with a capacity of 2,166 lane meters, 151 trailers and a service speed of 21 knots. Installed propulsion power will be 16,000 kW at 500 rev/min. The vessels are classed by DNV as +1A1, General Cargo Carrier RoRo, EO, TMON, DG-P. **Source : MarineLog**

Nevsky Shipyard taps new CEO

Peter Pokhitonov has been appointed chief executive officer of Nevsky Shipyard (Shlisselburg), the company said Monday. Previously, Mr. Pokhitonov headed OJSC Shipyard Sretensky (Trans-Baikal region).

Nevsky Shipyard Ltd. based in Shisselburg (near St. Petersburg) is part of UCL Holding, associated with Russian billionaire Vladimir Lisin. The shipyard's newbuilds orderbook includes 10 dry bulk carriers to be delivered by 2013 to USLH's shipping arm and cutters for Russian Marine Emergency Rescue Service. Earlier reports said that Nevsky Shipyard and Oka Shipyard are expected to be auctioned off this year. United Shipbuilding Corporation (USC) and Russian Financial Corporation (RFC) are named among bidders. **Source : PortNews**

Yaroslavsky Shipyard launches 10410 project patrol ship

Yaroslavsky Shipbuilding Plant (JSC YSZ) on August 30, 2011 held launching ceremony for the border patrol ship **Svetlyak** (Firefly), the fourth and last vessel in 2011 of a series of 10410 project, the shipbuilder said. The ships were built for the Russian Border Service.

The vessels were designed (project developer Central Marine Design Bureau "Almaz") for the patrolling coastal and island areas, landing border guard units, the police, fishery protection and rescue functions. "The vessels feature excellent seaworthiness and are easy to steer," the firm said.

In 2011, Yaroslavsky Shipbuilding Plant launched, completed and delivered to the customer: two sea diving support vessels of project SDS08 the Rostov the Great and Uglich, the Bylina, a catamaran class yacht.

The next ship launch is scheduled for April 2012.

Yaroslavsky Shipbuilding Plant is located in central Russia, on the banks of the Volga river. The company turned into a joint stock company in 1993. YSZ specializes in construction of a fisheries patrol ships and fishing boats of six modifications with displacement ranging from 1200 to 1700 tons, drilling vessels for offshore oil and gas projects, seagoing and river tankers for petroleum products and edible fats; auxiliary vessels for salvage and rescue services of displacement of 1500-1700 tons, river and seagoing high-speed crafts for up to 150 passengers, and ships for the Russian Navy and boarder patrol vessels for the Federal Border Service. **Source : PortNews**

Qingdao Hyundai Shipbuilding launches 6th DCV36 bulker for VBTH

China's Qingdao Hyundai Shipbuilding (QHS) on August 2, 2011 launched the multi-purpose seagoing dry cargo ship **"Nephrite"** of DCV36 project. This is the sixth bulker built for Volga-Balt Transport Holding (VBTH), the project designer Marine Engineering Bureau said. The DCV36 dry bulk carrier is a seagoing ship of unlimited navigation area versus the same class vessels of projects RSD44 RSD49. The single-hold 5000DWT ship with effective length of 85 meters features safety margins, hulls thickness and main engines capacity.

The DCV36 project vessels are designed for transportation of seaborne general and bulk cargo, including 20 and 40 - foot equivalent unit containers with height of up to 9.5 foot (including reefer containers), metal, grain, timber, coal, bulk and heavy-lift cargo, dangerous goods of 1.4S, 2, 3, 4, 5, 6.1, 8, 9, and Appendix "B" the International Code of Safety for High Speed Craft. The vessel project was designed to the class of Russian Maritime Register of Shipping KM AUT1 Ice 3.

The bulker is a single-deck, single-hold and single-screw motor ship of unrestricted navigation area, which has forecastle and poop, aft based deckhouse and engine room, double bottom and double sides in cargo holds area, removable grain bulkheads with bulb fore and transom aft ends, with Cargotec's side-rolling hatch covers, with bow thruster.

Ship's LOA - 89.96 m, calculated length - 84.89 m, beam - 14.5 m, depth - 7.5 m. Summer LWL - 6.4 m, the draft DWT – 5026 t. Cargo hold dimensions - 60 x 11.5 x 9.2 m, which allows placement of 3 tiers of 9.5-foot containers, and also provides for transportation of large-sized cargoes. Cargo holds capacity - 6230 cbm. Double bottom is designed for distributed load intensity of 14.0 t per sqm and for bucket grab usage.

Vessel's hull is design for Ice3 ice category for operation in Baltic and White Seas during whole year. Hull's theoretical forms, ice passability and hull's strength, main engine capacity fully satisfy the new requirements of Finnish-Swedish Ice Regulation. Proceeding from results of resistance calculation methods medium-speed diesel MAK 8M25C was chosen as main engine. This diesel has maximum specification continuous capacity of 2640 kW with speed of 750 rpm. Main engine use heavy fuel oil with viscosity of 380 cSt. Autonomy is of 25 days.

The ship has accommodations for 13 people, including the crew, a pilot and trainees. Keel-laying of the series lead ship **"Amethyst"** was held on Oct. 16, 2009 (launched on May 17, 2010, delivered on April 22, 2011). A VBTH team led by Oleg Firsov is overseeing the newbuilds construction. The Customer is VBTH, majority owned by Universal Cargo Logistics Holding, consolidating a number of Russian shipping (North-Western Shipping Company, Volga Shipping, VF Tanker, etc.), stevedoring and shipping assets (Nevsky Zavod, Oka Shipyard, Borremflot, etc.).

Marine Engineering Bureau is a non-governmental design and engineering firm recognized by Russian Maritime Register of Shipping Russian River Register and Register of Shipping Ukraine. **Source : PortNews**

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A banner for Fairmount marine featuring three green and white tugboats in the foreground and an offshore oil rig in the background on a blue sea under a clear sky.

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The **MARIDIVE 704** seen westbound towing 2 barges in the Singapore Straits - Photo : Piet Sinke ©

CSAV Seeks \$1.2 Billion Capital Injection

Chilean carrier turns to shareholders as losses mount

Financially ailing Chilean ocean carrier CSAV said it will seek a \$1.2 billion capital injection in October as it sank deeper into the red in the second quarter. CSAV blamed lower freight rates on most routes and high oil prices as it swung to a \$333 million second quarter loss from a \$69 million profit a year earlier. This bloated the first half loss to \$525 million against a \$30.4 million profit in 2010's first half. Revenue in the first six months rose to \$2.95 billion from \$2.48 billion.

CSAV, which forecast a "very significant" full-year loss, also is seeking a strategic ocean carrier partner. The carrier will seek approval for a \$1.2 billion share issue at an extraordinary shareholders meeting in Santiago on Oct. 5. Two large shareholders, Quinenco de los Luksic (18 percent) and Marinsa (20.2 percent) agreed to provide additional credit of \$350 million through the end of the year. Quinenco will subscribe to \$1 billion of new stock and Marinsa will buy another \$100 million.

CSAV has been pruning its services in recent months to stem mounting losses and has struck vessel-sharing agreement with rival carriers including Geneva-based Mediterranean Shipping Co. and France's CMA CGM. The carrier cut its charter fleet by 100,000 20-foot equivalent units up to the end of August, according to industry analyst Alphaliner. CSAV received a cash bailout of \$770 million in 2009 from German shipowners that acquired a minority stake in the company in exchange for lower charter rates. **Source : The Journal of Commerce Online**



The **STANFORD HUDHUD** seen anchored off Singapore – Photo : Capt. Jelle de Vries ©

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The **LOS ANGELES EXPRESS** seen moored at the Singapore Brani terminal yesterday – Photo : Piet Sinke ©

Growth in ship classification - GL counts 100 million GT classified

Classification society Germanischer Lloyd (GL) fleet under classification now exceeds 100 million GT (gross tonnage*). GL has currently more than 7,200 ships from over 1,900 shipping companies worldwide under regular technical supervision. "We have been able to double the fleet in class over the last six years," explains Erik van der Noordaa, CEO of the GL Group, "and we want to have achieved the next 10 million GT by the end of next year." The ship which saw GL break the 100 million mark was shipping company Hamburg Süd's 85,676 GT "[Santa Rosa](#)". The 300-meter-long container ship, built by South Korean shipyard Daewoo, has a capacity of 7,100 standard containers (TEU) and fulfils the requirements of the Energy Efficiency Design Index (EEDI) the soon to be mandatory energy efficiency measure. The serving GL fleet is made up of 68 per cent container ships, ten per cent multi-purpose vessels, nine per cent bulk carriers and seven per cent tankers. GL Class ships sail under 114 different flags, the most prevalent being those of the Administrations of Antigua and Barbuda, Germany, Liberia, Singapore, Indonesia and Cyprus.

As well as container ships, tankers, bulk carriers and multi-purpose vessels, GL also classifies ferries, cruise ships, offshore supply vessels and wind turbine installation ships, as well as mega-yachts and leisure boats. In the first eight months of 2011 alone, total gross tonnage rose by seven million tons. GL holds a global market share of just under 10 per cent of ships under classification. In the container ship and multi purpose vessel markets, GL holds market leading shares of over 40 and 14 per cent respectively. Since its founding in the year 1867, GL has experienced several phases of strong growth. When the first ship classification register was published in October 1868, it counted 272 sailing ships of wood and one of steel. Only five years later, the GL Register listed 1,870 ships sailing under 19 different flags. In 1914, there were 2,922 ships with 5,503,923 gross register tonnes (GRT) in class. However, the great depression and the First and Second World Wars took their toll, only at the beginning of the Nineteen Sixties did the Register again list more ships than in 1914. The expansion of the merchant fleet and the introduction of computer technology in shipbuilding led to a continuous rise in the fleet under attendance. At the 125 year jubilee of the classification society in 1992, there were 4,200 seagoing ships with 18 million GT in class. In 2005, GL attended to the safety of over 5,730 vessels with 50 million GT. Two years later GL's fleet in service counted 70 million GT. Twenty million more GT followed over the next 3 years, with the fleet in service also reaching 7000 vessels under attendance. **Source: GL Group**



Partyboat seen at the Ho Cho Min (Saigon) River in Vietnam – **Photo : Jan Dubbeldam ©**

Yang Ming expects better rates in Q4

Yang Ming is looking forward to higher freight rates in the fourth quarter as the overall global shipping capacity would be reduced amid possible route cancellations or the removal of old ships from the market. Taiwan's second biggest box liner is hoping to benefit with higher revenues in the second-half of the year, according to its president Robert Ho.

Ho said Yang Ming's loads on the European and North American routes have been at capacity since the imposition of the peak season surcharges. "The imposition of the peak season surcharges – which started in mid-August – would help drive up revenue," he said. Financial results for the Taipei-listed firm slumped into the red in the first-half due to the impact of the weak freight market. The company posted a net loss of NT\$2.61bn (\$89.89m) in the first six months compared to a net profit of NT\$2.71bn a year ago. Revenue in the period was recorded at NT\$48.04bn, marginally lower compared to NT\$48.39bn a year earlier. **Source : Seatrade Asia**



The **AMALIE ESSBERGER** seen at the Westerscheldt river – **Photo : Henk de Winde ©**

Vale says not affected by COSCO lease disputes

Brazilian mining giant Vale said it did not experience any lease dispute with shipping conglomerate China COSCO Holdings Co Ltd's and it was business as usual between the two firms, Reuters reports. China's top shipping conglomerate has sought better terms for lease contracts signed during the peak of the market in 2008, but its decision to halt payments to several shipowners in recent weeks has threatened to taint its reputation in the international shipping community. Vale was not one of those companies and its working relation with the Chinese shipping firm is still intact, the miner said. "We did not register any problems with Cosco recently," Vale's global marketing director Pedro Gutemberg told Reuters. "It is business as usual." China COSCO Holdings Co Ltd's president said last week the company had resolved lease disputes with shipowners on 18 vessels, and at least two Greece-based shipowners said they hoped to reach a settlement soon. **Source : PortNews**



The **ORIENT DEFENDER** seen enroute Rotterdam – **Photo : Harry van den Berg ©**



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Fred. Olsens Cruise Lines **BALMORAL**, moored in IJmuiden (NL) IJmondhaven on September 1st 2011. More and more cruise companies discover the advantages of choosing IJmuiden as their Dutch port- of-call. Compared to traveling via the IJmuiden locks and the Noordzeekanaal to Amsterdam it saves them five hours sailing time. The availability of many ship's chandlers and maintenance facilities (IJmuiden is the Netherlands major fishery port) also gives ample possibilities for fresh food supplies and rapid repairs during the ship turn-around.

Photo : Peter Herweijer - www.fotoserviceijmond.nl ©

Nordic American Tankers Limited Announces Acquisition of Its Twentieth Vessel

Nordic American Tankers Limited announced that the Company has agreed to acquire its twentieth vessel, a double-hull suezmax tanker built at Samsung Heavy Industries, Korea. The agreed purchase price is \$24.45 million. This first class vessel is expected to be delivered to us no later than October 5, 2011. The acquisition will be financed from the financial resources of the Company. Nordic American has a modern fleet of vessels at an average age of about 9.5 years. The newly acquired vessel is built in the same year and at the same yard as the sister vessel, the Nordic Sprite (1999). It is of significant importance to have sister vessels in the fleet as operational and cost synergies can be realized. The vessel was built at high technical specifications. Our focus on safety for crew, vessels and the environment will never cease. NAT is a company built on quality in all respects. At the end of 2010, Nordic American had 15 vessels employed in the spot market. Including the delivery of the current acquisition and the delivery of the second newbuilding from Samsung this October, Nordic American is expected to have a fleet of 20 vessels at that time - an increase of 33.3% in less than a year - bolstering our dividend and earnings capacity going forward. The acquisition represents a natural step in the further development of Nordic American. The Company is seeking to

increase its dividend and earnings capacity through further expansion, but we are in no rush. We believe that our strong balance sheet, well defined and transparent operating model provide the Company with a solid competitive position going forward. **Source :** Nordic American Tanker Shipping Ltd.

Dongjiakou Harbour signs cooperation pact with Port of Vila Velha in Brazil

EASTERN China's Dongjiakou Harbour signed an agreement with Vila Velha port in Brazil recently, the first time Dongjiakou Harbour has made a cooperation agreement with a foreign port, reports Xinhua. According to the agreement, the two will promote business transactions and exchange technology, patents, information and statistics in the future. Vila Velha Harbour is one of the biggest ports in Brazil. Its cargo volume was 1.9 billion tonnes in the first five months of this year and its export volume increased by 63 per cent, compared with the same period last year. Dongjiakou Harbour in Qingdao port owns four berths, including the country's biggest ore berth, are now in operation. So far, 19 projects costing CNY70 billion (US\$1.1 billion) has been established in the harbour area. **Source:** shippinggazette.com

.... PHOTO OF THE DAY



The 'K15FA1' at the Northsea with the tug Bugsier 21 on the left'
Photo : Skeyesphoto - www.skeyesphoto.com ©

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