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The MAERSK EMDEN seen enroute on the North Sea
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Work continues at the **Halterm Container Terminal** in Halifax, Nova Scotia on the \$35M (Can) project to extend and deepen Pier C to berth and service two post Panamax vessels simultaneously. When complete in April 2012, the facility will receive two additional super post-Panamax ship-to-shore cranes bringing the number at the facility to seven. **Photo: Kate Fredericks ©**

Another giant cruise ship on way

One of world's biggest ocean liners is to make a return visit to Scarborough, it has been revealed.

Early-risers will have the chance to see the nation's flagship, the giant **Queen Mary 2**, sail past the town at about 8.15am on Monday September 19 as part of a Round Britain voyage. The announcement of the visit yesterday follows the sail-by of her smaller sister, the **Queen Elizabeth**, Cunard's newest ship, on Saturday. Thousands of people saw the ship sail less than a mile off the South Bay as part of its maiden voyage around Britain.

Hailed as the grandest, most magnificent ocean liner ever built, the **Queen Mary 2** previously visited the town in 2004 and again in 2009 for the ship's fifth birthday lap of honour. Welcome to Yorkshire area director Janet Deacon said "It is fantastic news that the ship will be sailing past again. "It is an amazing sight to see and certainly pulls in the crowds." Cllr David Jeffels, Scarborough Council's cabinet member for tourism, added: "It is another good seasonal attraction for holidaymakers. It's just a pity it's on a Monday so children will be at school and won't see it."

The vessel, which will pass through Whitby an hour earlier at 7.15am, measures 1,132ft – that's 147ft longer than the Eiffel Tower – and carries 2,620 passengers and 1,253 crew. It boasts opulent public areas, extravagant dining rooms, ballrooms, theatres, lounges and the only planetarium at sea. She travels up to a top speed of approximately 30 knots (34.5 mph) and her whistle is audible for 10 miles.

Cllr Jeffels has raised the possibility of cruise liners anchoring in Scarborough to help bring more tourism. He said: "As more cruises come up and down the coastline, it would be nice if we could encourage the companies to arrange for passengers to be ferried from the ships into the town to spend a few hours here. It would provide a wonderful boost for the economy and attract new holidaymakers." **Source : Scarborough Today**



The **ANANGEL SEAFARER** seen moored in Amsterdam – **Photo : Erwin Willemse ©**

Nearly 200 drown as overloaded ferry sinks



Almost 200 people are known to have drowned after an overloaded ferry capsized as it sailed from Zanzibar to Pemba Island in Tanzania's worst maritime disaster in at least 15 years. Fishing boats, tour operators and diving instructors were scouring the sea for survivors yesterday. Zanzibar police last night said that 192 bodies had been recovered and 606 passengers rescued from the Indian Ocean so far. Two tug boats docked at Zanzibar's port, one carrying 17 bodies and another with 15 bodies, many of them children. At the northern tip of the island, dozens of

soldiers carried bodies on to the white sand beaches. **Photo : Capt van Eijk**

"The ferry flipped and capsized. There could be more bodies trapped inside the hull," rescue worker Ali Ramadhan said. Some survivors said the boat was listing even before it had left port.

The 836 ton ro-ro ferry **MV Spice Islander** was built in 1967. The ferry sailed as the **Marianna** from 1967 to 1989. The ferry was sold and sailed as the **Apostolos P.** until 2007, built to carry 600 passengers but carrying possibly as many as 800, had been sailing from Zanzibar to Pemba, part of the Zanzibar archipelago and a popular tourist destination. **Source : independent UK**



The **GREEN EXPLORER** seen in IJmuiden – Photo : Marcel Coster ©

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Turkish Warships To Escort Aid Vessels To Gaza

Turkish warships will escort the country's aid vessels bound for the Gaza Strip, protecting them from Israeli ships, Prime Minister Recep Tayyip Erdogan said late Sept. 8. "Turkish warships will be tasked with protecting the Turkish boats bringing humanitarian aid to the Gaza Strip," Erdogan told Al Jazeera television, according to an Arab-language translation of his comments in Turkish.

"From now on, we will no longer allow these boats to be the targets of attacks by Israel, like the one on the Freedom flotilla, because then Israel will have to deal with an appropriate response," he warned. Erdogan was referring to the clash in May 2010 when Israeli commandos boarded a six-boat flotilla in international waters in a bid to stop it from breaching Israel's blockade on Gaza. Israeli troops killed nine Turkish nationals on the ship Mavi Marmara in the ensuing confrontation, sparking a diplomatic row between the two countries that has strained relations to breaking point. "Turkey will be firm on its right to control the territorial waters in the east of the Mediterranean," Erdogan

added. Ankara had also "undertaken measures to prevent Israel unilaterally exploiting" the region's natural resources, he warned.

The United Nations published a report last week condemning last year's Israeli intervention - but saying the blockade itself was legal. Ankara expelled the Israeli ambassador and suspended all military ties, including defense-related trade contracts, in retaliation for Israel's refusal to apologize for the raid. **Source : defensenews**

Car carriers support Japanese shipping lines

Toyota Motor Corp and Nissan Motor Co's efforts to make up production lost after Japan's March 11 earthquake will benefit local shipping lines suffering from lower rates for hauling commodities and containers.

Nippon Yusen KK and Mitsui OSK Lines Ltd, Japan's largest shipping lines and the world's biggest operators of car-carrying vessels, expect to haul 3.8 million vehicles in the six months ending March, the highest half-year tally in at least five years. That may help them post annual profits even as they forecast declines for their cargo-box and dry-bulk units. 'The one thing that's supporting their business is car carriers,' said Janet Lewis, a Hong-Kong based Macquarie Group Ltd analyst. 'Dry-bulk is at an abysmally low level, and container ships are making a loss.'



Above seen the car carrier **PEGASUS ACE**, on the main arm of the Fraser River, Vancouver, B.C. - Sept. 10,

Photo : Mike Zelt ©

Car shipments have avoided a rates plunge as new entrants have been shut out of the market by long-term contracts, the need for specialised ships and carmakers' concerns about damage to vessels. The world's five biggest car-carrying lines, which also include Kawasaki Kisen Kaisha Ltd, Wilh Wilhelmsen ASA and a Wilhelmsen- Hyundai Motor Group venture, control about 70 per cent of the global market, according to Nomura Holdings Inc. 'It's very difficult for lines to enter the Japanese and South Korean markets because local companies are so strong,' said Huang Xiaowen, managing director of China Shipping Container Lines Co, part of China's second-largest sea- cargo group. The group operates car carriers in China, he said. Japan's car exports tumbled following the March quake, which damaged plants and disrupted power supplies. Shipments plunged a record 68 per cent in April, followed by a 41 per cent drop in May and a 10 per cent decline in June.

The fall in Japan production contributed to Nippon Yusen, Mitsui OSK and K-Line all slumping to losses in the quarter ended June. It has also helped cause them to slide more than the Nikkei 225 Stock Average's 14 per cent drop in Tokyo trading this year. Nippon Yusen is down 38 per cent; Mitsui OSK has declined 43 per cent; and K-Line has fallen 48 per cent. Nippon Yusen rose 0.5 per cent as at the 11 am close of morning trade on the Tokyo Stock Exchange yesterday. Mitsui OSK gained 0.6 per cent and Kawasaki Kisen fell 0.5 per cent. The shipping lines, all based in Tokyo,

declined to give profit and sales figures for their car-shipping businesses. K-Line did not give a forecast for car shipments. Toyota, the nation's biggest carmaker, exported 47 per cent of group domestic production this year till July, based on an Aug 30 statement. Nissan sold 62 per cent overseas in the period. The carmakers also ship vehicles made at plants in other countries including Thailand and India.

Japanese vehicle exports may rebound as carmakers are returning domestic plants to full capacity. Toyota has said that it intends to resume full global production by the end of next month. The industry is boosting output 'like we never have before', Toshiyuki Shiga, the head of the Japan Automobile Manufacturers Association, said last month. Toyota needs to increase domestic production 14 per cent from a year earlier in the final five months of 2011 to hit its full-year production target, based on company statements. It raised its 2011 goal to 3.49 million on Aug 2. Including affiliates Hino Motors Ltd and Daihatsu Motor Co, the Toyota City, Japan-based company made 1.69 million vehicles in the first seven months. Nissan similarly needs a 14 per cent boost in the August-March period to meet its 1.2 million production target for the current fiscal year, according to Bloomberg calculations. Wilhelmsen, Europe's biggest car-carrying line, saw a 'strong rebound' in Japan shipments in June, chief financial officer Benedicte Bakke Agerup said. She did not give specific details.

'The Japanese car producers have shown an impressive performance in getting production and export back to almost pre-tsunami levels,' she said. The shipping line expects 'moderate growth' across its business in the six months ending December, she said. Shipments rose 12 per cent to 18.8 million cubic metres in the second quarter. That includes Lysaker, Norway-based Wilhelmsen's main fleet and Eukor Car Carriers Inc, a venture with Hyundai Motor. Wilhelmsen, which operates ships for carrying cars and trucks, has dropped about 30 per cent in Oslo trading this year. The three big Japanese lines all expect to rebound from their fiscal first- quarter losses to post full-year profits. Nippon Yusen forecasts net income of five billion yen (\$\$78.5 million); Mitsui OSK predicts 17 billion yen; and K-Line expects two billion yen. Nippon Yusen's operating profit will probably be 23 billion yen, with its car unit contributing 12 billion yen, according to Macquarie's Ms Lewis. The company had 118 car ships in its fleet of 827 vessels at the end of March, the largest of which could carry about 6,500 vehicles. It plans to expand its car-carrier fleet to 130 ships by March 2017. 'The Japanese shipping lines' car-carrier operations will provide bigger sales than expected earlier this year,' said Ryota Himeno, an Mitsubishi UFJ Morgan Stanley Securities Co analyst. 'That's going to help offset declines at their bulk business.' Dry-bulk rates have tumbled 39 per cent over the past year, based on the benchmark Baltic Dry Index, as expansion in the global fleet outpaces China's demand for shipments of iron ore and coal. Overcapacity has also hit container rates. The three Japanese lines were among shipping companies that delayed the introduction of peak-season surcharges on Asia-US routes as economic concerns damped spending on flatscreen TVs and sneakers.

Source : Bloomberg



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Container ship **CAPE MONDEGO** entering the River Yarra at the Port of Melbourne September 10th

Photo : Bill Barber ©

Cruiseschepen mogen toch toeteren

Het toeterverbod voor cruiseschepen gaat toch niet door. De schepen van de Holland Amerika Lijn mogen met mate gewoon hun scheepshoorn gebruiken. Volgens het Havenbedrijf Rotterdam waren er veel mensen boos nadat de MS **Rotterdam** onlangs wat te enthousiast toeterde toen het cruiseschip terugkwam uit New York. Daarna werd nagedacht over een toeterverbod, maar ook dat riep tegenstand op.

Veel mensen vinden dat het geluid bij de haven horen. Vandaar dat het Havenbedrijf Rotterdam nu een compromis voor de cruiseschepen heeft bedacht. Toeteren mag dus wel, zij het met mate. Woensdagmiddag vertrok de MS **Rotterdam** luid toeterend richting Scandinavië. Source : Rijnmond



The **FUGRO GAUSS** seen in Willemstad (Curacao)

Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)



NAVY NEWS

Russian navy flexing muscles in Barents Sea

Russia's Northern Fleet is conducting a large-scale exercise in the Barents Sea involving submarines, surface vessels, ground force and air force units. The exercise, which continues until next week, involves Russia's only aircraft carrier "**Admiral Kuznetsov**", the nuclear cruiser "**Admiral Ushakov**" and the destroyers "**Admiral Chabanenko**" and "**Vice Admiral Kulakov**", ITAR-TASS reports.

The main purpose of the exercise is to strengthen coordination between different branches and units. Tu-95 and Tu-22 planes bombers from the airforce's long-range aviation are participating in the exercise, as well as anti-aircraft defense units, naval infantry and the 200. motorized infantry brigade.

On Thursday vessels conducted missile firing on surface targets, and in course of the exercise several types of cruise missiles and weapons will be used. The Northern Fleet normally holds this type of exercises in early autumn, with the number of involved vessels and units varying from year to year. The Northern Fleet's naval infantry and the 200. motorized infantry brigade earlier this week conducted joint exercises on the Sredniy Peninsula. Watch video from this exercise on TV21. **Source : BarentsObserver**

USS New York Arrives in NYC to Commemorate 9/11

Secretary of the Navy Ray Mabus and New York City Mayor Michael R. Bloomberg announced Sept. 6 that amphibious transport dock ship **USS New York** will participate in numerous events throughout the city honoring the victims and responders from the Sept. 11 terrorist attacks.



Additionally, 170 members of the 9/11 Families Association, which includes families of victims and first responders, embarked **USS New York** for the transit from Norfolk, Va., to New York Harbor.

"I am grateful to the mayor and his office for their tremendous support this past month as we worked together to ensure the **USS New York** and her crew were able to represent the Navy in New York. Every member of the crew has a

tremendous sense of mission and appreciation of the unique role their ship plays for the citizens of New York. She is an emblem of the strength and renewed spirit of a city that was damaged but never defeated. She and her crew belong with the family members of the victims and the first responders in New York City on the tenth anniversary of 9-11," said Mabus.

"With the steel from the World Trade Center in her bow, the **USS New York** represents a powerful symbol of the deeply personal connection that New Yorkers have with our military and is a symbol of the courage and resilience of our nation," said Bloomberg. "She helps protect the freedoms that make this the world's most diverse and tolerant city and we are honored to welcome the men and women of the **USS New York** back to our city."

The ship is scheduled to be pierside in Manhattan Sept. 8-9 and will anchor in the Hudson River Sept. 10-12. On Sept. 11, **USS New York** will move from its anchorage in the Hudson River to a location within sight of the World Trade Center. Members of all branches of the military, including Navy and Marine Corps service members from **USS New York**, will participate in the honor guard during the city's commemoration ceremony. **USS New York** is the sixth U.S. Navy ship to be named to honor the state of New York. Her bow stem includes seven and a half tons of steel recovered and re-forged from the World Trade Center's twin towers. The ship features many design elements and furnishings throughout her interior that serve as tributes to the events of 9/11. The ship's motto is "**Strength forged through sacrifice. Never forget.**"



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The **Rotterdam** seen towing **Noble Paul Romano** together with **Fairmount Sherpa**, after **Fairmount Sherpa** took over from **Harvey Warhorse 2** - Photo : crew **Harvey Warhorse 2** ©

Cargotec secures Vietnamese pipelayer with mooring solutions

A contract for mooring equipment for a pipelaying barge marks Cargotec's successful entry to the Vietnamese offshore market, the Company said Friday. In July this year, **Cargotec** won a contract from the joint stock company Vinh Nam (VAM JSC)/TECMACH to supply mooring equipment outfits for Vietsovpetro's 110m-long by 30.5m-breadth pipelaying crane barge, **Con Son**. The 1969-built vessel is currently undergoing a conversion at Dung Quat Shipbuilding Industry Co Ltd. "The signing of this maiden contract in Vietnam demonstrates our client's confidence in our capability," says

Gavin Lim, Cargotec's director of sales for towing and mooring solutions. "It also marks Cargotec's successful entry to the Vietnamese offshore market." As part of the conversion project, Cargotec will supply eight mooring winches complete with local and remote controls, tension and length-monitoring systems, hydraulic power packs, sheaves, and fairleads. The mooring equipment is scheduled for delivery at the beginning of 2012 and will be manufactured at Cargotec's facility for offshore load handling in Singapore. **Source : PortNews**



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The **MAERSK REACHER** seen with the **CASTORO 7** at Rhenus in the Europaharbour (Rotterdam-Europoort)

Photo : Rik van Marle ©

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Subsea 7 wins Kumang Cluster project

Subsea 7 has been awarded the Kumang Cluster project by Petronas Carigali. The project involves the transportation and installation of subsea structures, 5km of umbilical cable, pipeline jumpers and electrical flying leads, including the pre-commissioning of an existing 24in, 5km pipeline and new umbilical in the Kumang field.

The workscope comprises project management and engineering associated with the installation of the subsea equipment. A combined team from Subsea 7 and Petronas Carigali will deliver the project, which will be completed in two phases utilising [Rockwater 2](#). Source : Offshore Shipping Online



The **ACERGY FALCON** seen outbound from IJmuiden to resume her works after taking shelter for some days in view of the weather – **Photo : Marcel Coster** ©

Fjord Line sails to Langesund with new cruise ferries

The Board of Fjord Line today gave management the authority to conclude an agreement with Grenland Harbor to use Langesund Ferry Terminal as port of call for the company's two new cruise ferries. Sailings will start with daily departures when the first of the new ships is ready to be put into operation next fall. The Fjord Line Express service between Kristiansand and Hirtshals in the extended summer season will continue. "We have considered both Langesund and Kristiansand as ports of call for the new cruise ferries. The negative experiences Fjord Line has had in Kristiansand contributed significantly to Langesund being chosen," says CEO Ingvald Fardal. He points out that the Port of Kristiansand has demanded that Fjord Line sign a set of agreements for future use of the port that the company believes is illegal. In addition, no agreement has been reached regarding the compensation the Port of Kristiansand must pay as a result of the unlawful exclusion of Fjord Line's ships from the port in 2009. "The decision by Fjord Line's board means that the harbor at Langesund will be upgraded to be able to accommodate our large and modern cruise ferries. The dialogue with the administration of Grenland Harbor and local political authorities has been excellent and we look forward to a committed and productive collaboration," underlines Fardal.

Fjord Line is about to modernize its fleet through the construction of two new and identical cruise ferries to carry passengers and freight on its two routes. With these ships, Fjord Line will be able to offer regular daily departures between Bergen, Stavanger and Hirtshals, and between Langesund and Hirtshals. "With Langesund as a terminus, we will be closer to the major Eastern Norway market. Langesund is only two hours from Oslo and only half an hour from Tønsberg and Skien. We will also continue to be a competitive alternative for transporting passengers to and from the Agder counties," says Fjord Line's CEO. Fardal emphasizes that Fjord Line will continue operating the Fjord Line Express route between Kristiansand and Hirtshals during the extended summer season.

Fjord Line's new ships are being built by Bergen Group Fosen and will represent a new era for ferry traffic between Norway and the EU, both in terms of size and comfort. The new cruise ferries have a deadweight of 3,900 tons and a total length of 170 meters. Each ship will offer 306 cabins, many of which will be suites, and will accommodate 1,500 passengers. The cargo decks will have capacity for 600 personal vehicles or a smaller number in combination with larger trucks and cargo. The first of the new ferries will be put into operation following the end of the high season next

year. It will sail together with MS Bergensfjord until the second ship is ready to be put into operation. Ingvald Fardal stresses that Fjord Line, in negotiations with the Port of Kristiansand, has tried to establish an agreement that ensures equal competitive conditions for both large and small players. "This is based on Norwegian law and includes, among other things, similar prices per docking, traveler, vehicle and freight unit regardless of the season, and predictability of the costs of using the port over time. We have also pointed out that any use of private facilities owned by competitors must carry a price in proportion to the extent of that use. Moreover, we have offered the Port of Kristiansand a settlement related to compensation arising from the illegal exclusion of our ships in 2009 which is substantially lower than the loss Fjord Line would be able to document if this issue were eventually decided in court. Negotiations on this agreement and compensation during the last week have been characterized by passivity by the Port Director and Port Board. Our conclusion therefore is that Fjord Line is not welcome in the Port of Kristiansand," concludes CEO Ingvald Fardal.

Fjord Line is a modern shipping company that offers safe and comfortable transport between Norway and the rest of Europe. The company operates the passenger ferry **MS Bergensfjord**, which sails between Bergen, Stavanger and Hirtshals and the high speed catamaran **HSC Fjord Cat** on the express line between Kristiansand and Hirtshals during the extended summer season. In addition to passenger traffic, Fjord Line carries all types of cargo including commercial vehicles, containers and other goods. These are handled by Fjord Line's cargo departments in Norway and Denmark. The company has two modern cruise ferries under construction and when these are put in service Fjord Line will be able to offer daily departures throughout the year on the routes between Bergen, Stavanger and Hirtshals, and between Langesund and Hirtshals. Fjord Line was established in 1993 and has 245 employees, of which 85 work on land in Bergen, Stavanger, Egersund, Kristiansand and Hirtshals and 160 work at sea year-round. The workforce increases between April and September by about 100 employees. Ingvald Fardal has been CEO of Fjord Line since 2007.

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Increase in Viking Line's passenger, car and cargo volume

Beautiful summer weather encouraged maritime travel on Viking Line's vessels. During the summer months of June - August 2011, a total of 2,094,485 passengers, or 19,622 more than in the same months of 2010, travelled on the big red boats. The number of cargo units and cars also increased. Viking Line transported 26,741 cargo units during the period, or 5.4 per cent more than a year earlier. The number of cars was 244,770 or 2.3 per cent more than the year-earlier period.

The largest increase in passenger volume was achieved on the Helsinki (Finland) - Tallinn (Estonia) route aboard the high-speed **M/S Viking XPRS**. During June - August 2010 the vessel set a then-record of 567,000 passengers. This year the figure for the same period rose to 593,142. In July 2011, the **M/S Viking XPRS** set a single-month record of 221,079 passengers; in other words, the vessel carried an average of 1,800 passengers per departure.

On the Helsinki - Mariehamn (Aland Islands, Finland) - Stockholm (Sweden) route, the number of passengers was 333,860 or 1.6 per cent more than in June - August 2010. Passenger volume on the Turku (Finland) - Aland - Stockholm route aboard the vessels **M/S Isabella** and **M/S Amorella** was 592,866 or 2.6 per cent fewer than during the corresponding period of last year. On the short route over the Sea of Aland, that is, Mariehamn - Kapellskär (Sweden), 298,964 passengers travelled on the **M/S Rosella** during the three summer months. Here the number of passengers was relatively stable, totalling 0.8 per cent fewer than during the corresponding period of last year.

The **M/S Cinderella**, which provides cruise service between Stockholm and Mariehamn and also made six cruise voyages to Riga (Latvia) during the summer, carried 275,653 passengers or 7,033 (+2.6 per cent) more than during the same period of 2010.

MPI ADVENTURE

By : [Henk de Winde](#)



MPI ADVENTURE seen passing her homeport for the first time



Newsclippings reader and contributor [Henk de Winde](#), which is in regular contact with [Rederij Vroon](#) based in Breskens had the opportunity to visit one of the latest fleet additions of [MPI/Vroon](#) the 20.739 DWT **MPI ADVENTURE**.



The **MPI ADVENTURE** is built at the Cosco Qidong Shipyard in Qidong; and completed at Cosco Nantong Shipyard in Nantong (China) and was delivered March 21, 2011 to



MPI/Vroon. These new built vessels will transport, lift and install more wind turbines and their foundations than any other solution. This is achieved by improved deck space, lifting capacity, jacking speed, increased power and improved environmental operability. This has been achieved without losing the original concept, of the unique combination of tested technologies, pioneered by [MPI Resolution](#) and [MPI Offshore](#).



The vessel arrived a little later than was planned in Vlissingen due to some weather delays on the previous installation job, at present 2 of this type of vessel are operating and a third named **MPI DISCOVERY**, will be completed soon in China and will also be mobilised to Western Europe, the vessels are specially designed and constructed for the installation of wind turbines offshore which is at present ongoing along the Dutch, Danish, German and British coast

Henk travelled from Breskens September 2nd to Vlissingen to visit the **MPI ADVENTURE**, which appeared to be a large vessel specially when standing at the quayside and looking up to the vessel, no word can describe the view and feeling according to Henk !



After arriving onboard, signing some documents, and a safety briefing etc Henk was ready for the tour which included watching the loading of turbine components for the next installation works, as can be seen at the photos, the tour was concluded by a nice lunch onboard the vessel, Henk likes to thank via the newsclippings **Vroon** in Breskens and the crew onboard the **MPI ADVENTURE** for this wonderful day onboard the vessel, a vessel to be proud of !

After loading the **MPI ADVENTURE** departed again for the installation of the next batch of piles.



Photo : Richard Wisse – www.richard-photography.nl (c)

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Seatruck's **CLIPPER PACE** seen sailing from Liverpool for Dublin. - Photo : Simon Smith ©

Kongsberg Opens New Mexican Service Hub

Kongsberg Maritime Mexico S.A. DE C.V., became fully operational out of its new facility in the city of Veracruz this summer. As an extension to Kongsberg Maritime's worldwide service network, the new service hub will offer service and support to DP vessels and merchant ships with Kongsberg Maritime navigation, automation and control systems on board.

Kongsberg Maritime Mexico was formally established in January 2011. Kongsberg Maritime New Orleans supported the planning and setup for its operational start this summer. The operation in Mexico currently has five employees, including three field engineers, who will continue to work closely with Kongsberg Maritime's established service team in New Orleans.

"The strategic decision to open a wholly owned Mexican subsidiary was taken based on the service requirements of our customers operating in the region," says Lars Kristian Moen, EVP Global Customer Support. "In addition to supporting the Mexican offshore industry, there are a large number of merchant vessels sailing through the region with Kongsberg Maritime systems on board. By establishing a Mexican service facility with a full stock of spares, we are better positioned to serve all of these vessels with fast acting, high quality service from a local hub."

Kongsberg Maritime already supports several state-of-the-art semi-submersibles with 'Full Picture' Integrated Automation Systems in the region, including Grupo R's new semi-submersible Centenario built at Jurong Shipyard and Seadrill's West Pegasus, commissioned at the same yard. The PEMEX owned Chemul accommodation unit also operates in Mexico with Kongsberg Maritime systems on board. This is in addition to a large number of OSV and AHTS vessels with Kongsberg Maritime Dynamic Positioning systems that can now be supported from Veracruz.

"The Mexican authorities seem to be ready to invest and open up for foreign oil companies to take part, especially in the deep water offshore exploration so having a service centre in this region will be a key differentiator for Kongsberg.

Source: Kongsberg Maritime



The Seaspan ferry **CARRIER PRINCESS** seen downbound on the Fraser river after unloading rail cars on Anncies island Sept 10 - **Photo : Robert Etchell ©**

Traffic surges between Hamburg and Poland

Seaborne container traffic between Hamburg, Germany, and ports in Poland experienced a surge of 38 percent in the first half of 2011, to 114,000 TEU. According to new figures released by Port of Hamburg, imports and exports from/to Poland are very well balanced, at 56,000 TEU and 58,000 TEU respectively. Import cargo from Poland included coal, meat (refrigerated cargo), furniture, other foodstuffs and chemical products and feedstocks. On the export side, animal feed, foodstuffs, clothing and textiles as well as chemical products and feedstocks predominate. With a volume of 2.6 million tonnes of seaborne cargo in the year 2010, Hamburg is one of the most significant ports for Poland. Hamburg offers connections via Kiel Canal into the Baltic Sea and, with more than 150 weekly feeder departures, including 15-20 to Poland, the port has the densest feeder network in the region. The shipping company Green Feeder is scheduled to launch a new link between Hamburg, Finland and Poland in September, calling at the Polish ports of Gdynia and Gdansk, and Helsinki and Kotka in Finland. Other feeder services providers are CMA CGM, APL, OOCL, Unifeeder, Team Lines and Delta Shipping. **Source : Baird Online**



The **BOLD MAVERICK** seen anchored off Singapore – **Photo : Capt. Jelle de Vries ©**

Rise in bookings fails to lift freight rates

An increase in supertanker bookings for shipping Middle East crude oil to Asia, the world's busiest route for supertankers, failed to lift freight rates due to a glut of ships, Marex Spectron Pte said in an e-mailed report. Eleven very large crude carriers, each able to haul two million barrels of crude oil on the benchmark voyage, were hired on Wednesday, compared with a typical daily rate of four, even as charter rates dropped 0.7 per cent to 45.35 industry-standard Worldscale points, according to the Baltic Exchange in London. 'There are less than 20 September cargoes to go and 70 ships available,' said Marex. 'With this kind of supply-and-demand ratio, it's pretty easy to conclude that rates will not be going anywhere.' Worldscale points are a percentage of a nominal rate, or flat rate, for more than 320,000 specific routes. Flat rates for every voyage, quoted in US dollars a tonne, are revised annually by the Worldscale Association in London to reflect changing fuel costs, port tariffs and exchange rates. **Source : Bloomberg**



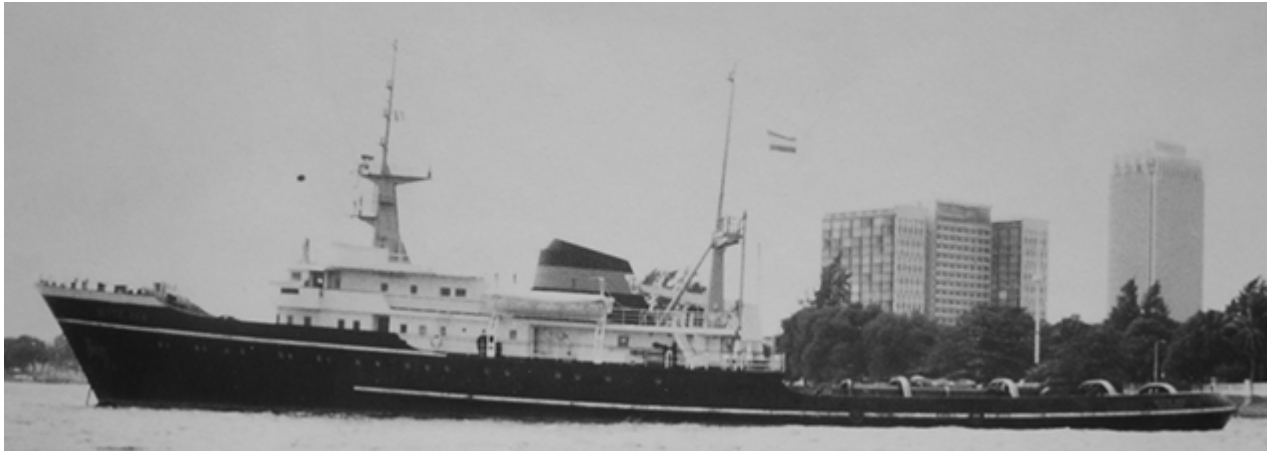
The 2010 built **Onego Houston** (ex **IJsselborg**) seen enroute Antwerp
Photo : Marcel, Paul en Philip van Luik. ©

MARITIME ARTIST CORNER



The latest watercolour made by **Ronald van Rikxoort** is a Hanjin container vessel moored at the Euromax container terminal in Rotterdam-Europoort - see more of **Ronald's** work at www.artabc.nl

OLDIE – FROM THE SHOEBOX



Smit's tug **Witte Zee** seen in 1967 at anchor in Lagos, Nigeria, for the tow of with the jack-up rig **Mister Cap** to Texas U.S.A.
Photo: Ron de Jong Beekhuijsen ©

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may reach you irregularly**

.... PHOTO OF THE DAY



The **GENESIS** seen in drydock at ST MARINE in Singapore - Photo : Piet Sinke ©

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