



Number 256 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Tuesday 13-09-2011**

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SHORECRANES UP TO 208 M / TONS		
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The TSHD HAM 317 seen passing Terneuzen at the Westerscheldt River
Photo : Richard Wisse – www.richard-photography.nl (c)

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EVENTS, INCIDENTS & OPERATIONS



The tug **FAIRPLAY 28** was renamed **MULTRATUG 4** last week
Photo : Richard Wisse – www.richard-photography.nl (c)

Gezamenlijk persbericht Kustwacht en KNRM

Het watersportseizoen loopt ten einde. Dit is ook duidelijk te merken aan het minder wordende aantal incidenten, gerelateerd aan onder meer de watersport, die zich voordoen binnen het verantwoordelijkheidsgebied van de **Kustwacht** en de **Koninklijke Nederlandse Redding Maatschappij**.

Van vrijdag 09 september tot en met zondag 11 september zijn er 18 Search And Rescue (SAR) acties, dan wel hulpverleningen geweest.

Enkele vermeldenswaardige incidenten zijn:

Op zaterdagmiddag 10 september, omstreeks 13.30 uur, meldde het vaartuig **Noordster**, varende op de Waddenzee globaal tussen Lauwersoog en Eemshaven, een drenkeling uit het water te hebben gehaald. Door nog onbekende reden is een vrouw met de Duitse nationaliteit te water geraakt of gegaan. Direct zijn door het Kustwachtcentrum de

KNRM reddingboten van Schiermonnikoog ingezet. De reddingboot van Schiermonnikoog heeft de onderkoelde vrouw van boord van de **Noordster** gehaald en in de haven van Lauwerloog overgedragen aan een gereedstaande ambulance.

Op zaterdagmiddag 10 september, omstreeks 16.40 uur, meldde het schip **Gio Caspian** een onwel geworden bemanningslid aan boord te hebben. Na consultatie door een arts van de Radio Medische Dienst van de KNRM is besloten tot medische evacuatie. Het schip voer op dat moment op zo'n 180 kilometer noord van Vlieland. Een SAR helikopter van Defensie heeft een arts en een heliredder op het schip neergelaten om de patiënt klaar te maken voor evacuatie. Ondertussen is de SAR helikopter geland op een Offshore platform om aldaar brandstof te laden. Dit was nodig gezien de totale vliegtijd en afstand tot de kust. Vervolgens zijn de arts, de heliredder en de patiënt van boord gehaald. Na de terug vlucht is de patiënt omstreeks 21.30 uur, op het Maritiem Vliegkamp De Kooy nabij Den Helder, overgedragen aan een ambulance.

Dit weekeinde zijn er drie zoekacties opgestart naar aanleiding van waargenomen rode vuurpijlen nabij Zandvoort, Den Helder en Lemmer. Rode vuurpijlen zijn maritieme noodsignalen. Een rode vuurpijl betekend in principe vaartuig en / of bemanning in nood en vraagt om onmiddellijke actie van het Kustwachtcentrum, reddingboten en wellicht ook SAR helikopters. Veelal blijkt het helaas te gaan om loos alarm, zo ook bij deze 3 zoekacties. Het komt voor dat mensen rode vuurpijlen afsteken, bijvoorbeeld ter verhoging van de feestvreugde. Het misbruik maken van noodsignalen is een strafbaar feit en onnodig wordt dan een zoekactie opgestart en uitgevoerd. Dit kost onnodig veel geld, maar is ook nog eens niet erg motiverend voor onder meer de vrijwillige bemanningen van de reddingboten die, ook op incurante tijden en tijdens slechte weersomstandigheden, klaar staan om schepen en opvarenden in nood te hulp te schieten. In genoemde gevallen zijn de KNRM reddingboten van Den Helder, Texel Oudeschild, Lemmer en diverse andere schepen onnodig aan het zoeken geweest naar een vaartuig of opvarende in nood.

ROHDE NIELSEN COMMISSIONED THE BALDER R



Rohde Nielsen A/S has taken delivery of their first ever newbuilding **Balder R**, which was delivered from Peene Werft at Wolgast # 568. The vessel is the Worlds largest Split Hopper Suction Trailer with a capacity of 6,000 cbm. The hull, which is really two hulls, measures 111.3 metres overall on a beam of 19.4 metres and a full loaded draft at 7 metres. The dredger is fitted with two dredges pipes each 700 mm diameter and capable of dredging down to 54 metres. The total engines installation is ranging up to 10,504 kW of which 2 x 2,900 kW is the main engines for propulsion. Service speed is 14 knots. The second units, which will be named **Njord R** will join the 30 vessel strong Rohde Nielsen fleet in late November 2011. Balder R is seen while preparing the make a "beach feeding" on the Danish west coast to the North sea off Vrist. **Photo : Bent Mikkelsen ©**

Israeli shipping, banking tycoon Yuli Ofer dies

Israeli shipping and banking mogul Yehuda (Yuli) Ofer died late on Sunday at his home at the age of 87, just three months after his elder brother Sammy passed away, a spokeswoman for the family said. Ofer, one of the richest

people in Israel, was a controlling shareholder in Mizrahi Tefahot Bank , Israel's fourth-largest bank, and owned commercial real estate firm Melisron . The Ofer brothers built one of the world's largest private shipping fleets. Their combined fortune is estimated at \$10.3 billion. The United States imposed sanctions on Ofer Brothers Group in May, accusing it of selling an oil tanker to Iran. The group denied any wrongdoing, saying it did not realise the buyer had been a front for an Iranian company. Yuli Ofer was born in Romania and his family moved to the British mandate of Palestine, that was to become Israel, shortly afterwards. His father established a small shipping company that his sons developed into a world leader **Source : Guardian**



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The **AIDAblu** seen arriving last week in Rotterdam - **Photo : Marius van den Ouden ©**

Tanker markets depend on wave of new vessels hitting the market

Tanker markets are susceptible to many outward pressures and events these days and the news which arose last week that China has expressed its intention to sharply increase its self sufficiency in the shipping world by ordering an outrageous number of VLCC new buildings certainly won't do any good. According to shipbroker Barry Rogliano Salles (BRS) "this news development certainly will not improve the current totally depressed market and, despite a fairly well maintained level of demand, supply of tonnage remains too abundant to allow any increase in rate levels. The dominating Middle East Gulf to Far East traffic continues to be 'controlled' by Chinese to Chinese contracts. Considering rates are hardly fetching WS45/46 and unless the laden voyage is performed at a really slow speed, daily returns are bound to be negative! Voyages to the West are not significant and freights remain below WS35 with no positive expectation in the coming days. The Western hemisphere is still suffering from a low Suezmax market unable to revive justification for combining stems on larger units. The only significant trade deals with voyages from West Africa to the East and, with rates in the low WS40s to China, there is no reward for owners" said the Paris-based shipbroker in its latest weekly report.

On the Suezmax market, it commented that "when looking at average rates concluded over these last few days, it clearly looks like nothing new has happened in the entire Suezmax market! If rates effectively did not vary by even a fraction, the worrying aspect for owners is that global demand is obviously not the reason for the present crisis. It is simply due to the overcapacity of tonnage and in the context of a very negative psychological climate amongst owners. Although demand from West Africa is fairly sustained, rates still hardly fetch WS65 for discharge in the US Atlantic coast (about US\$4,000/day). Activity has also slightly improved from the Mediterranean and Black Sea with more cargoes apparently bound to discharge Transatlantic. Rates remained extremely weak (below WS70) with meaningless returns. However, a tighter position list appears for the last decade of September which might have a positive influence on rates" said BRS.

Meanwhile, "Aframax markets in the North were semi-active this week. Tonnage supply is still ample enough not to put charterers in any difficulty maintaining current rate levels. 80,000t cross-North Sea today pays WS95, while 100,000t ex Baltic is slipping toward WS72.5. In the Mediterranean and Black Sea, while positive signals come from Libya, demand is still insufficient and rates have been easily maintained at about WS87.5 for all voyages, still equivalent to negative returns basis 'normal' speed... After a quiet start of the week in the Middle East, demand gradually built up. Rates are still in a downward trend as spot tonnage remains available and the foreseeable future remains grim. MEG/East rates will hover around WS100 for some time. On the Caribbean routes to the US, most fixtures have been concluded as low as WS90 (negative returns), leaving no hope for owners for next few weeks" said the shipbroker. On the product tanker markets the report said that "the MEG market seemed somewhat unaffected by Apec week in Singapore, and resumed at a steady pace after the Eid holidays. The LR2 market remains stable with 75,000t naphtha MEG/Japan fixing at WS125 with a decent flow of enquiry. The LR1 market softened slightly with 55,000t naphtha MEG/Japan fixing at WS145 and some owners taking shorthaul voyages to reposition themselves within the fixing window. The MRs have been busy with a consistent flow of intra regional moves. Cross-MEG voyages are fixing at around the US\$280,000 lumpsum levels and 35,000t MEG/Red Sea is going at US\$850,000 levels. The MEG/UK-Cont run for 40,000t jet has been fixing at lumpsum US\$1.8m with owners reluctant to head west in view of lower returns than in the MEG. The supply of cargoes seems well spread out until the end of the month and it is expected that rates will remain similar to this week. The Med cpp market has been totally flat from the beginning of July and at no stage has it shown any sign of even a partial recovery. The reference cross-Med rate has been WS137.5 for this entire period which is extremely rare. The Black Sea has been slow, and similar to cross-Med, the freight rates remained nailed at WS140. As always, tonnage remains plentiful making it easy for charterers to cover the majority of their requirements. In NWE the longhaul market was fairly active and a good portion of the spot ships were fixed but it was only at the end of the week that rates slightly firmed to reach WS130 basis 37,000t Cont/TA, while WS145 was fixed basis 33,000t for Cont/Wafr. Short hauls were fixed at WS140 basis 30,000t and WS175 basis 22,000t Balt/Cross Cont" concluded BRS. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

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ABIS BORDEAUX AND ABIS BREMEN CHRISTENED IN HARLINGEN



The christening ceremony of the **ABIS BORDEAUX** and the **ABIS BREMEN** was held at September 9th, 2011 as seen at the photos in the Dutch port of Harlingen

Three ships of **ABIS SHIPPING BV** seen in Harlingen. The **ABIS BORDEAUX** which is built in Hangzhou, China and delivered April 20th 2011, The **ABIS BREMEN** and the **ABIS BRESKENS** from which the hull is built at the Partner Shipyard in Stettin (Poland) and completed by Skipkits BV Harlingen. **Photo's : Sake van der Sluis. ©**



Left : Mrs E. van den Berg-Verouden is seen just before she let the bottle hitting the **ABIS BORDEAUX** and right Mrs J. de Bruin who christened the **ABIS BREMEN**

Photo's : Marius Esman ©



Main dimensions:

Loa 89,95 m, Lbpp 84,95 m., Bmld 14,00 m, Dmld 6,20 m, d 5,35 m, air draught 20,5 m. - 2.978 GT, 1.384 NT, 3.900 DWT

Main engine MaK Caterpillar type 8M20C, 1.520 kW at 1.000 rpm.

Cargo hold capacity 5.050 m³ - Hold opening 56 x 11 x 8,2 m - Tanktop loading 15 t/m³

Container capacity total 214 TEU (in hold 108 TEU)



**Photo :
Marius Esman ©**



KOTUG's **SVEZIA** seen operating in the port of Hamburg – Photo : Lourens Visser ©

Vale Sohar good for just as much iron ore as the whole Port of Rotterdam

Next week the **Vale Brasil** – the largest dry bulk ship in the world – will arrive at the new iron ore terminal for Vale at Sohar in the North of Oman. The date of the official opening ceremony is still not known but in 2011, the 1.4-kilometre-long terminal was already capable of the transshipment of between 6 and 8 million tonnes. The terminal will become fully operational in 2012. This means that annually more than ten million tonnes of iron ore will arrive and more than nine million tonnes of pellets will be exported. In addition, an annual ten million tonnes of iron ore can be transported that is destined for the region between the eastern Mediterranean Sea and India. The expectation is that, around 2016, the transshipment of approximately 40 million tonnes of iron ore and pellets will take place at the Vale terminal. As comparison: in its best year, 2008, the Port of Rotterdam handled an equal amount ore and scrap transshipments. The **Vale Brasil** is the largest dry bulk ship in the world has a loading capacity of 400,000 tonnes and a maximum draft of 23 metres. The ship was taken into service this year. 18 other similar ships are being planned by the Brazilian iron ore multi-national. With this, Vale is setting a new standard in the area of ore transport by sea. In addition to the ports of Sohar and Rotterdam, in the future, there will probably be eight other ports in the world

capable of receiving such ships. The **Vale Brasil** is the successor of the **Berge Stahl**, the flagship of the Port of Rotterdam. This iron ore vessel has already sailed for 25 years between Rotterdam and Ponta de Madeira, North Brazil and, with a loading capacity of 365,000 tonnes, it was, until recently, the largest dry bulk ship in the world. The Sohar Industrial Port Company is a 50/50 joint venture between the Port of Rotterdam Authority and the sultanate of Oman.

Source: Port of Rotterdam



The Dutch pilot tender **COLUMBIA** seen approaching the **ACERGY FALCON** to disembark the pilot

Photo : Capt. Jan Plug – Master Acergy Falcon ©

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BRIGITTE BARDOT VISITS AMSTERDAM



The **Sea Shepherd Conservation Society** has renamed one of the vessels that helped chase the entire Japanese whaling fleet out of the Southern Ocean Whale Sanctuary earlier this year in honor of **Brigitte Bardot**.

Sea Shepherd Founder, Captain Paul Watson, made a proposal to the Brigitte Bardot Foundation to rename the **Gojira** the **Brigitte Bardot** after the dedicated animal rights activist. The relationship between Brigitte and Paul goes way back to 1977 when Captain Watson took Bardot to the ice off the coast of Labrador to pose cheek to cheek with a baby seal.

Sea Shepherd and the Brigitte Bardot Foundation have worked together in partnership for many years, recently teaming up in an effort to end the barbaric slaughter of pilot whales in the Danish Faeroe Islands. And thus, the newly painted **Brigitte Bardot** is now part of the **Sea Shepherd** fleet joining the **Steve Irwin** and the **Bob Barker** in the organization's ongoing campaigns to defend life in our oceans from illegal exploitation by high seas poachers.



Captain Albert Falco, the legendary oceanographer of the Cousteau Society, broke a bottle of champagne on the bow of the **Brigitte Bardot** earlier this year to officially launch the vessel under her new name. The ceremony was attended by Sea Shepherd crew and staff, along with members of the Brigitte Bardot Foundation, and the media. "It's a beautiful ship with a beautiful name and it is a vessel that will reflect the compassion of Brigitte Bardot in partnership with the passionate interventionist direct action tactics of Sea Shepherd," said Captain Watson.

At the photos the **Brigitte Bardot** is seen moored in Amsterdam last weekend

Source: www.seashepherd.org

Photo's : H.Blomvliet ©

Iran launches third home-made oceangoing ship

Iran's third home-made oceangoing ship named '**Iran Kashan**' launched in the southern waters of the country on Sunday, deputy director of Iran Shipbuilding and Offshore Industries Complex Company (ISOICO) for executive affairs said on Sunday. Mohammad Shafii-Rudsari noted that the ship was made by Iranian experts.

"The ship, which has a capacity of 2,200 containers, is 30 meters wide, 187 meters long and 16 meters high. The ship has a speed of 20 knots per hour. The ship can go to sea for 40 days running," he said. Iran second oceangoing ship named **Iran-Shahrekord** will be officially launched till the end of current Iranian year, Shafii-Rudsari stated.

Iran-Shahrekord ship was launched tentatively in the past. It should pass complementary tests to get certified for launching into the open seas. Iran's first oceangoing ship, named **Iran-Arak**, officially joined the Islamic Republic of Iran Shipping Lines on May 31. **Iran-Arak** received a quality certificate from the Germanischer Lloyd technical supervisory organization and is equipped with the world most advanced navigation systems.

Iran-Arak is 185 meters long, 30 meters wide, and has the capacity to carry up to 30,000 tons of cargo (2,200 containers). Two more oil tanker ships with the capability to carry 3,5000 tons cargo are under construction and their construction ends at the next Iranian year, Shafii-Rudsari said. For the next two decades, Iran will need to add 500 ships to its fleet, including 120 oil tankers. Domestic production will cost some \$20 billion. However, if the ships are bought from abroad the cost will triple to \$60 billion. **Source : Irna**



Large model built from LEGO bricks of the **QUEEN MARY 2** as seen in the Maritime Museum in Hamburg
Photo : Lourens Visser ©

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Tanker ships collide off Tioman Island

Two tanker ships collided eight nautical miles north of Tioman Island Monday.

The Malaysian Maritime Enforcement Agency (MMEA) said 19 crew members from one of the ships, **MT Cendanawati**, were rescued in the 5am incident. Northern maritime region operations director Maritime Capt Syd Mohd Fuzi Syd Hasan said **MT Cendanawati**, carrying 1,600 tonnes of lubricant, was enroute to Indonesia from Thailand when it collided with **MT Cosmic 10**.

He said the collision caused leakage to **MT Cendanawati**. The **MT Cosmic 10** continued with its journey.

"The crew members and the ship's captain were rescued by the **Lady Anyvisia** ship which was about three nautical miles from the incident at that time," he said. The ship's 45-year-old captain was slightly injured in the head. The crew members were unhurt, he said. **Source : The Star / BERNAMA**

Eleven die after overloaded school ferry sinks in China

At least 11 people - most of them children - died, and three were missing after an overloaded ferry sank in a river in the southern Chinese province of Hunan, state media reported Saturday. Police detained the two owners of the boat following the accident late Friday. The ferry was taking 43 children and teachers from two schools across the Fuyi river near Hunan's Shaoyang city, reports said.

The Legal Evening News quoted officials as saying a preliminary investigation concluded that 'serious overloading' was the main cause of the accident. Other reports said the boat capsized after it hit steel cables used by dredgers.

The vessel was licensed to carry 14 passengers, but was carrying 43 passengers plus the two owners, the newspaper reported. But one report said a sign on the boat indicated that it could carry up to 32 people. Nine children and two adults died, including one child who drowned after saving two others. Six people were injured.

A primary school and a middle school in Hunan's Tangtianshi township hired the boat to take the children home for this weekend's traditional Mid-Autumn Festival, the reports said. Guo Meitao, 14, told the government's Xinhua news agency that she had rescued her 63-year-old grandmother from the river.

Guo said she and her grandmother scrambled to a sandbank in the middle of the river, where they waited with other survivors for about 30 minutes before they were rescued. **Source : Monsters and Critics**

NAVY NEWS



Above seen the Royal Navy Type 42 Class Destroyer **HMS LIVERPOOL D 92** and the Sandown Class Minehunter **HMS BANGOR M109** underway to Operation Unified Protector after leaving Grand Harbour, Malta on Monday 12th September, 2011. **Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com (c)**

Sub failings 'threaten security'

THE Australian opposition says maintenance problems with Collins-class submarines are so serious they are now a national security issue. Opposition defence spokesman David Johnston comments yesterday followed revelations in The Weekend Australian of a major incident at sea involving **HMAS Farncomb** last month. The submarine's commander ordered an emergency blowing of the ballast tanks to get the vessel back to the surface after the main propulsion and the back-up propulsion systems both failed. "Australia's submarine fleet is the first line of defence in protecting our borders, however it is heading down the same path as our ridiculed amphibious force - missing in action when required," Senator Johnston said. "We are spending close to \$800 million a year on sustaining and operating our ailing submarine fleet with little to show but a succession of embarrassing breakdowns," he said.

"(Defence) Minister Stephen Smith needs to realise he no longer has a maintenance issue with our ailing submarine fleet, he has an issue of national security." Many members of the **Farncomb's** crew were terrified when the submarine lost all form of propulsion during training off the coast of Western Australia on August 23 and sank towards the seabed until Commander Glen Miles ordered an emergency blow of the submarine's ballast.

The Weekend Australian reported claims by crew members that the powerless submarine sank on an angle from a depth of 50m to between 150m and 190m before the ballast was blown, resulting in its floating back to the surface.

Chief of Navy Ray Griggs said the report of the **Farncomb** incident was "sensationalist" and would have upset the families of submariners. He said claims the powerless submarine sank to between 150m and 190m were "exaggerated" but he did not say to what depth the **Farncomb** did sink once all power was lost. "Navy will not discuss specific depths as this discloses sensitive operational performance data," Vice-Admiral Griggs said.

"The operating parameters regarding our submarines will remain classified." "**Farncomb** operated well within her safe operating depth profile throughout. Our submariners are trained for this type of situation, and the team in Farncomb handled it superbly." But The Australian has been told some crew members were badly unnerved by the submarine's powerless descent and at least one has taken leave to deal with the stress of the incident.

The **Farncomb** lost propulsion due to a technical fault while it was at periscope depth. Commander Miles then ordered the submarine to glide down to 50m while the crew worked to restart propulsion in emergency mode. But they were unable to restart the engine, so the vessel continued to sink without power. The commander was then forced to resort to twice blowing the **Farncomb's** ballast tanks in order to get back to the surface. "Having been unable to restore propulsion immediately, the commanding officer conducted a normal blow of **Farncomb's** ballast tanks; this did arrest the descent and the submarine started to ascend," Vice-Admiral Griggs said.

"To increase the rate of ascent, the commanding officer then decided to use the emergency blow system to surface." Once on the surface, the crew was able to restart the engine in emergency mode, and the submarine limped back to Fremantle.



The **MNS 613 Tarik Ben Ziad** was handed over last Saturday from the builders, Damen-De Schelde Naval yard in Vlissingen to the Moroccan Navy- **Photo : Willem Kruit (c)**

SHIPYARD NEWS



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Pipavav Defence & Mazagon Dock in a JV for submarines, warships

Gujarat-based shipbuilder **Pipavav Defence and Offshore Engineering Company Ltd** will be partnering with **Mazagon Dock Ltd** to build warships for the Indian Navy. This will be first time since Independence that a private sector company has been selected by a firm controlled by the Ministry of Defence to jointly build warships. The company's board on Monday approved the setting up of a joint-venture company --- Mazagon Dock Pipavav Ltd' for this purpose, the company said in a filing on the Bombay Stock Exchange.

The company has described the development as a "game-changer" as it will help the company scale new heights. The firm already has Rs 3,000 crore worth of orders to build naval warships for the Indian navy. It is also in the process of building one of the biggest dry docks in the world which will become a significant asset for the company's warship building programme. Integrated ship-building facility Pipavav Shipyard had last year signed an agreement with SAAB

Dynamics AB, part of Sweden's Wallenberg Group, to tap opportunities in India's defence segment. Earlier in June this year, Pipavav Shipyard Limited (PSL) changed its name from PSL to Pipavav Defence and Offshore Engineering Company Ltd. This was done as the company intended to become an intergrated defence, oil and gas sector company.

The company is also in the process of bidding for two significant contracts for the Indian Army. **Source : indiatiimes**

Successful naming and launch ceremony for CHANG JIANG KOU 01



The naming and launch ceremony for the 12,000m³ trailing suction hopper dredger, **CHANG JIANG KOU 01**, took place on 10 September 2011 at the IHC Merwede shipyard in Kinderdijk, The Netherlands.

IHC Merwede is building the impressive vessel for Yangtze Estuary Waterway Administration Bureau MOT, which is based in the People's Republic of China.



The ceremony was performed by Mrs Tian Liying, spouse of His Excellency Mr Zhang Jun, Ambassador of the People's Republic of China in The Netherlands. The contract for the design, construction and delivery of two 12,000m³ trailing suction hopper dredgers (**CHANG JIANG KOU 01** and **CHANG JIANG KOU 02**) was signed between Yangtze Estuary Waterway Administration Bureau MOT and IHC Dredgers in July 2008. The keel for the first dredger, **CHANG JIANG KOU 01**, was laid on 21 December 2010 and the vessel will be delivered in the second quarter of 2012. The two ships are named after the mouth of the Yangtze River, where they will carry out maintenance dredging jobs over a distance of 122km. The Yangtze River

leads to the Port of Shanghai and represents half of its total capacity. Shanghai is the world's busiest container port and is still growing rapidly in terms of its overall size and throughput.

The ships have been specifically designed with the high-current velocity and soil properties of the Yangtze River in mind. This is one of the reasons why the vessels will be equipped with the patented IHC Merwede Wild Dragon® draghead. **Photo's : Jan van Heteren ©**

Main features

Name	CHANG JIANG KOU 01
Type	Trailing suction hopper dredger
Customer	Yangtze Estuary Waterway Administration
Bureau	MOT
Builder	IHC Dredgers B.V.
Length overall	132m
Breadth	27.30m
Depth	10m
Draught	8.37m
Dredging depth	25m
Hopper capacity	12,000m ³
Suction pipe diameter	2 x 1,000mm
Speed	15 knots
Accommodation	37 people



July 7th 2011 the Mexican flagged 67 mtr long **CABALLO GALICENO** was launched at the Scheepswerf De Hoop in Foxhol under yard number 435 for Oceanografia S.A., Mexico. Above is the vessel seen in Harlingen at Shipyard Harlingen BV where her beam is extended with 4 mteres, giving her a beam now of 17 mtr

Photo : Sake van der Sluis. ©

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Huge upgrade for Mekong Delta ports

The Cuu Long (Mekong) Delta provinces will increase the combined capacity of their ports system from 15.7 million tonnes in 2010 to 28 million tonnes in 2020. Under a Government plan river ports and seaports in the Tien and Hau River basins will be upgraded while some new facilities will be built. The Tien and Hau rivers are the main tributaries of the Mekong River. In the Tien River basin, the upgrades will involve the Cao Lanh – Sa Dec Port in Dong Thap Province, My Tho Port in Tien Giang Province, Vinh Thai Port in Vinh Long Province and Ham Luong Port in Ben Tre Province. These, along with wharves along the Tien riverbanks, will be able to receive boats of 5,000DWT (Dead Weight Tonne).

Upgrades in the Hau River basin will involve the Cai Cui, Tra Noc and Can Tho ports in Can Tho city, My Thoi Port in An Giang Province, Dai Ngai Port in Soc Trang Province and Tra Cu Port in Tra Vinh Province, along with other ports on the river, will be able to receive vessels of 5,000 to 10,000DWT. Among several seaports that will be built in the Ca Mau peninsula and in the Gulf of Thailand are the Nam Can seaport in Ca Mau Province, Hon Chong, Bai No, Binh Tri and others in Kien Giang Province, which can receive boats of 5,000 – 10,000DWT. The cluster of ports in Can Tho City is considered a trading hub for the Mekong Delta region. The Cai Cui Port in Can Tho City, the biggest one in the region, is undergoing an upgrade costing hundreds of billions of dong. When the work is complete, Cai Cui Port would be able to receive 20,000DWT ships.



The **MY VUONG** seen anchored at the Ho Chi Min River – Photo : Capt. Jan Dubbeldam (c)

The Can Tho and Tra Noc ports in Can Tho city have also been upgraded. A quay with a length of 90 metres has been built, and warehouse area has been expanded by an additional 12,000 square metres, half of which will be used to store containers. Transportation of goods via these two ports could help save US\$5 per tonne compared to the transport via ports in HCM City. Can Tho City is also conducting research on building a floating port in the East Sea that can receive ships of 60,000DWT. It is expected to be completed by 2025.

However, all these plans to expand the port system could be rendered ineffective if the current trend of silting in the region's estuaries is not tackled. Rivers and canals at the Dinh An Estuary as well as the Tien and Hau estuaries have been silted heavily, making it difficult for ships with loading capacities of over 3,000 tonnes to travel in and out of the area. In the 30km Dinh An canal, where the traffic is the busiest, the depth is just three metres. Every year, the city authority spends about VND3-14 billion to dredge the canal, but it is silted again in a few months. To cope with this, the Ministry of Transport has approved the building of a new canal to connect to Quan Chanh Bo canal in Tra Vinh Province's Tra Cu District. With the new canal that runs to the East Sea, boats will no longer need to go through Dinh An. Both the new canal and Quan Chanh Bo canal will be dredged to have a depth of 6.5 – 8.5 metres.

Source: VNS

100-year celebrations by Port Klang

The nation's biggest seaport, Port Klang will be organising a series of events from Sept 23 to Sept 25 to celebrate its over 100 years of being a maritime gateway for the country. The celebration will start on Sept 23 together with the launch of a special coffee table book documenting Port Klang's history and progress entitled Port Klang – Malaysia's Maritime Marvel. There will also be an open celebration on Sept 24 for the public where carnival will be held in Tanjung Harapan or the Esplanade. The public is invited to participate in an open day to the port, a harbour cruise to Northport and Westports, a meet-the-clients day, exhibitions, vintage motorbike parade, floats by sea, jet ski and kayak competitions and colouring contest for kids. There will also be blood donation drive, an open air concert, karaoke competitions, fireworks displays, career talks and many other events. The celebration will end with a charity golf game on Sept 25. This event is spearheaded by Port Klang Authority under the leadership of its chairman Datuk Dr Teh Kim Poo and acting general manager Capt David Padman. Source : The Star



The tug **IZMIR BULL** is the former ITC tug **SIROCCO** as seen above under refit in Tuzla

Photo : Chris Brooks - www.ShipFoto.co.uk



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Barcelona's new container terminal to have handling capacity of 2.65 million TEU

This week witnessed an official visit to the Muelle Prat development in the Port of Barcelona, a container handling facility which developer Terminal Catalunya (TERCAT) says will be the most advanced semi-automated container terminal in the Mediterranean. The freight terminal will have an annual handling capacity of 2.65 million TEU with the first phase expected to be operational in 2012, Handy Shipping Guide reports. Muelle Prat, with a total area of 100 hectares and a quay length of 1,500 metres will effectively double the potential throughput of containers within the Port of Barcelona and according to President of the Port of Barcelona, Sixte Cambra, will ensure Barcelona's position as

the main logistic hub in the Mediterranean and allow the Spanish port to become the principal gateway to Southern Europe for products from Asia.

Terminal Catalunya (TERCAT) is a member of the Hutchison Port Holdings (HPH) Group whose Managing Director of the company's Central European Division, Clemence Cheng, co hosted the visit of the President of the Generalitat of Catalonia, Artur Mas, together with TERCAT General Manager Alejandro Kouruklis. Mr Chang commented:

"Although HPH operates fully automated terminals in other locations, Muelle Prat will be the first semi-automated in the HPH Group. It will be powered by the next generation operating system called nGen, a proprietary system developed by HPH. nGen will not only enhance operational efficiency in the terminal but will also increase safety of its workers, a priority for the group. A €280 million financing agreement for this project was signed earlier today which reflects the confidence that financiers have in both TERCAT and Barcelona, despite the current turbulent financial markets."

Barcelona currently connects to 825 ports worldwide via over 100 regular shipping services. In 2009 the port handled in excess of 1.8 million TEU and 42 million tonnes of cargo turning round over 8,000 vessels. **Source : PortNews**

CRUISE SEASON ENDED IN STAVANGER WITH 130 CALLS



With the departure of Fred Olsen's **BALMORAL** the cruise season in Stavanger was closed, in total 130 cruise vessels visited Stavanger during the 2011 season, a record - **Photo : Anders Bohn Hansen (c)**



It is interesting to note despite recent gains in the Cape market that last week's reported sale of **BEGONIA** (180,265 dwt, built 2005 Imabari) for \$ 36-37.5m is understood to have failed and the vessel has once again been marketed for sale. Average spot rates for Capesize are reported to have increased by around 17% since last week, the largest increase of the different drybulk sizes and now averaging around \$ 25,000 / day.

Drybulk S&P:

In the Capesize sector, **SUMA** (149,380 dwt, built 1994 China Shipbuilding) is understood sold for \$ 14m to undisclosed interests. No Panamax sales have been reported this week. In the Supramax segment, three sister resales (Dolphin 57 type) from Taizhou Sanfu Shipbuilding have been sold to Precious Shipping of Thailand for region \$ 26.5m each. Oldendorff are believed to have taken a prompt resale Handysize from Shandong Huahai (37,300 dwt,

C4x30) for \$ 23.6m. Otherwise **LORD BYRON** (25,694 dwt, built 1985 Imabari C3x25, D1x25) has been taken by Russian Buyers for \$ 5.7m.

Tanker S&P:

European Buyers are understood to have taken **SAMHO CORDELIA** (13,153 dwt, built Samho, IMO III) for \$ 16m at auction in Hong Kong. **STOLT AYAME** (9,070 dwt, built 1991 Asakawa IMO II) has been sold for \$ 3.5m. Finally **HOWA** (8,298 dwt, built 2002 Fukuoka IMO II) is believed sold to Singaporean Buyers for \$ 9.2m.

Drybulk Chartering:

All indices had risen before the weekend. Capesize remains active and have seen Swiss Marine fix MV '**Pontotriton**' 2007 177947 dwt delivery Lianyungang 23/25 Sept for 5/7 months trading redelivery worldwide at \$18500 daily. Panamax followed a similar trend, several LME types have been covered for short period at \$13000-14000's level basis Far East deliveries. In the Supermax sector, average hires for EC India to Far East now in the low teens. Nickel ore via Indonesia to China is paying a bit more in the mid teens - on t/c hire basis and delivery Far East. The period rates have improved largely due to increases in Nopac rates which have helped to bring up the market for tonnage open in the Far East. We have seen Crossbridge fixing mv '**STX Begonia**' 2009 57700 dwt delivery Jintang spot for 3/5 months trading redelivery worldwide at \$14750 daily.

(All details and information given in good faith without guarantee.)

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The TSHD **BARENT ZANEN** seen passing the Kiel Canal – Photo : Lourens Visser ©

Essar Shipping to spend \$1bn to acquire 12 vessels, 2 rigs

Essar Shipping, part of the diversified Essar Group, plans to spend \$1 billion in the next two years to acquire new assets as it sees 'tremendous' growth opportunities, Financial Express reports. The company also hopes to return to the bourses in a few weeks, its managing director AR Ramakrishnan said. The company has ordered 12 new vessels and two jack-up rigs to prepare itself for increased business from outside the group companies. Essar Shipping currently has 27 ships and 13 oil rigs. The purchases could be funded mostly through debt. "Close to \$600 million has already been arranged for and paid to shipbuilders for supply of ships," Ramakrishnan said.

Currently, nearly 50% of its business comes from outside the Essar fold and the company expects this to increase to 55% soon if India's exim trade grows at the current pace. India's exports grew 54% in April-July 2011-12 to \$108.35

billion against \$70.36 billion in the same period last year. Imports also jumped 40% to \$151.04 billion compared with \$107.88 billion.

Policymakers are aiming to more than triple India's exports to \$750 billion by 2017 from \$225 billion last year, a plan which could provide big business opportunities for shipping companies. "There is a tremendous growth opportunity in the country as exim trade is increasing rapidly. There is good demand for Indonesian and Australian coal from domestic power firms. Our own group companies will also bring us substantial business," Ramakrishnan said. The company has given orders for new vessels to ABG Shipyard and South Korea's STX (Dalian) Shipbuilding. "We are receiving two ships in October and one ship every month thereafter. In 12-18 months, all the ships will be delivered," he said, adding delivery of rigs would take a year. Essar Shipping, which demerged from the erstwhile Essar Shipping Ports and Logistics in May this year, is in the process of relisting on the Bombay Stock Exchange and National Stock Exchange. "We have got clearances from the two exchanges and are expecting approval from the Securities and Exchange Board of India in the next few weeks," Ramakrishnan said. The company made a net profit of Rs 18.83 crore in the first quarter of current financial year. **Source : PortNews**



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ANTHONY VEDER TAKES OVER THE BW ODIN



September 4th ANTHONY VEDER took the **BW ODIN** in technical management at the anchorage of Skagen (Denmark) the 180 mtr long Singaporean flagged vessel with IMO number 9292101 was renamed **ODIN**, the 29450 ton DWT vessel will sail for **Exmar Marine N.V.**, North Sea Division and is able to load 38436m3 LPG, ammonia or VCM, the vessel is powered by one B&W 6S50 engine with an output of 12900 BHP **Photo : Wouter van der Veen ©**

Nordic Maritime announces delivery of two chemical tankers

Nordic Maritime Services announced the successful delivery of two chemical tankers, MT **Amal** and MT **Namsa** in July and August this year. The project is ongoing at SHINA shipyard with delivery of 11 IMO II purpose built chemical carriers whereof 5 ships has been delivered, NMS press release said. National chemical carriers from Saudi Arabia is a valued client of Nordic Maritime Services through several projects.

Nordic Maritime Services AS (NMS) is an international company with its Head Office in Oslo, Norway and permanent offices in Fujairah, UAE and Manila, Philippines. Our newbuilding Site offices are following our active projects worldwide. NMS operates within the following fields of business: Project Management, Ship Management and Business Management

As Ship Managers Nordic Maritime is ISM certified by Det norske Veritas for the operation of chemical- gas carriers and general cargo ships, having a unique safety and quality management system in place for over 10 years. **Source :** PortNews



The **SEVEN ATLANTIC** seen near the **G17** of **Gaz de France Suez E&P**.
Photo : **FLYING FOCUS** luchtfotografie - www.flyingfocus.nl (c)

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.... PHOTO OF THE DAY



The **AIDAsol** seen departing from Copenhagen. - **Photo : Wouter van der Veen ©**

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