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**Seacontractors latest fleet addition the SEA FOXTROT seen approaching her homeport Vlissingen - Photo : Wim Kosten Sr – [www.maritimephoto.com](http://www.maritimephoto.com) (c)**

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## EVENTS, INCIDENTS & OPERATIONS

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The **MAERSK GIRONDE** seen outbound from Rotterdam – Photo : Ria Maat (c)

## Russian Register of Shipping: Latest information on Hellas

To resolve issues connected with the unlawful issuing of falsified documents by RS former Greek agent, the RS working group delegated to the Maritime Administration of the Republic of Greece has met with officials of MINISTRY OF DEVELOPMENT, COMPETITIVENESS & SHIPPING. The meeting was chaired by Nicos Litinas, Secretary General,



and attended by the Ministry top ranking representatives. In the framework of constructive dialogue both sides discussed the issue current state and the ways of solving the matter. The following has been acknowledged during the meeting. Safety of the vessels in question shall not be compromised. Due to the fact that certificates issued by Mr. A. Petridis, RS former Greek agent, are null, the fake certificates shall be replaced to the genuine ones only after full procedure of class assignment is performed without any exemption.

RS confirmed its noninvolvement in issuing falsified documents. To assist shipowners performing inland passenger operations who suffered from the above deceit, RS has established a group of surveyors in Greece. All requests received by RS from the Greek shipowners are being processed in due order. The Ministry has requested to open expeditiously a new RS local office in order to address the demand from shipowners cheated by Mr. A. Petridis. RS coordinator Mr. A. Grebennikov, Deputy Head of the RS Survey Division, will stay in Athens to coordinate RS survey activities locally. RS confirmed that the number of RS surveyors will be increased, as appropriate. It was stressed during the meeting that all up-to-date RS surveys data, including class assignment and inclusion to the Register of Ships are provided at RS web site and Greek administration has an access to Greek-flagged vessels. The parties to the meeting agreed to maintain close contact until the matter is solved. **Source: Russian Maritime Register of Shipping**

## **Baltic Exchange Won't Take Action Against China Cosco as Payments Resume**

The Baltic Exchange, the world's biggest shipping bourse, is taking no action against China Cosco Holdings Co. after the shipowner resumed charter payments for vessels it hired. An exchange committee held a "round-table discussion" on Sept. 7 at a regularly scheduled meeting regarding concerns raised by "key shipowners" about Cosco, Jeremy Penn, the bourse's chief executive officer, said by phone today. Cosco, the Chinese government-controlled owner of the world's third- largest dry-bulk fleet, had three vessels arrested in July and August as owners sought late charter payments, court documents showed.



The **COSCO NINGBO** seen outbound from Hamburg – **Photo : Lourens Visser (c)**

"It appeared that Cosco was making the appropriate payments and there was no need to take further action at the moment," Penn said. The exchange has the power to suspend companies' membership, depriving them of its freight-rate assessments. Cosco said Aug. 26 it reached agreements covering 18 different ships, without providing further details. DryShips Inc. and Jinhui Shipping & Transportation Ltd. were among owners that said the Tianjin, China-based company repaid money owed.

The dry-bulk unit of Cosco is one of the exchange's 593 global members, according to a list from the bourse. The last company to be suspended by the exchange was Perth- based Fortescue Metals Group in 2009. Cosco was operating 201 chartered commodity ships as of June 30, according to a first-half earnings statement released Aug. 25. That's 21 fewer than at the end of last year. The shipping line was also operating 234 self-owned dry-bulk vessels at the end of June, along with 153 container vessels. **Source: Bloomberg**



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The **ROSA DELMAS** seen moored in Amsterdam – Photo : Erwin Willemse ©

## Pirates attack Japanese-operated tanker in Malacca Strait

Pirates attempted to attack a Japanese-operated chemical tanker in the Strait of Malacca last Friday, a Singapore-based anti-piracy watchdog said Monday. Panama-flagged "**Ginga Falcon**," a 13,292 gross ton vessel, was anchored in port waters of Indonesia's Pulau Karimun Besar Island when it was attacked by three pirates shortly after midnight.

But the pirates fled, taking with them only a life ring, when the ship's crew raised the alarm, the ReCAAP Information Sharing Centre said in a statement. The vessel is operated by Tokyo Marine Co. of Japan. It had stopped at Karimun to deliver a cargo of chemicals. No one among its 23-member crew -- all Bangladeshis - was injured and the ship, which had been in the Persian Gulf and India, has already continued its journey to Bangkok, Capt. Amit Jain of Singapore-based Unix Line Ltd., which manages the vessel, said, Mainichi reports. According to the statement, another vessel, the Singapore-registered tugboat GM Shine, was attacked at night by pirates in the same vicinity on Sunday. The pirates stole the crew's personal belongings and disrupted all the ship's communication system before escaping. The anti-piracy center has advised ships to be vigilant in the vicinity of Pulau Karimun Besar as there have been five piracy



incidents in the area. The center said it believes two groups may be involved in the cases - one group targeting ships at anchor and another attacking ships underway. ReCAAP refers to the "Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia," the first regional intergovernmental cooperation, initiated by Japan, against piracy and armed robbery in Asia. **Source : PortNews**



The **POLARCUS SELMA** seen passing the Bosphorus - **Photo : Chris Brooks - [www.ShipFoto.co.uk](http://www.ShipFoto.co.uk) ©**

## Maersk Line says container sector to stay depressed

Conditions in the overall ship container industry will remain depressed in the coming months due to a glut of ships on order, the chief executive of Maersk Line, the world's biggest container shipping company, said on Monday, Reuters reports. Prospects for a recovery in the global container shipping industry could be derailed if global economic turmoil spreads and consumer demand in Europe and the United States slides. "Overall the industry is suffering and will probably do so for some months," Maersk Line CEO Eivind Kolding told Reuters on Monday. "Definitely it is going to be difficult to make good money in this environment," he said on the sidelines of a company presentation in London.

**Source : PortNews**

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The **TRANSEAGLE** - Photo : Wouter van der Veen (c)

## Boskalis acquires cable-laying contract in Argentina

Boskalis has been awarded a contract worth approximately €30 million to provide and install a submarine fiber optic cable across the Strait of Magellan, Argentina. The contract was awarded by the state-owned corporation AR-SAT (Empresa Argentina de Soluciones Satelitales SA). The fiber optic cable, which will be used for internet and digital television, will connect the city of Rio Gallegos in the province of Santa Cruz with the city of Rio Grande in the province of Tierra del Fuego. The length of the cable is approximately 40km. The water depth (up to 70m), strong currents and high tidal conditions make for a challenging operating environment. Boskalis will execute this project together with subcontractor Alcatel Lucent. A large trailing suction hopper dredger and a seagoing cable-laying vessel will be deployed for this turnkey project. The cable will be trenched, using both a jetting sledge and a plough. Dredging will be required for some parts of the seabed where the soil is too hard to use a jetting sledge. Boskalis will also be responsible for the shore approaches on both sides, as well as installing about 60km of land cable on the mainland of Argentina and on Tierra del Fuego. Work on the project is expected to commence shortly and last for a total of approximately eight months. **Source : Dredging News Online**



The **C-LEGACY** seen approaching Chaguaramas Terminal, 12.9.2011

**Photo : Capt. Neil Johnston – Master Salvanguard ©**



## EUROPA ARRIVED IN ROTTERDAM



Last Tuesday the Bark **EUROPA** seen enroute Rotterdam – Photo left : Kees Torn (c) – right : Jan Simons (c)

Since 1994 the barque **EUROPA** has roamed the seas of the world and built up the reputation of a ship that really sails. A professional crew of 14 and a complement of 48 voyage crewmembers of all ages and nationalities sail her. Tall Ships enthusiasts, some with no sailing experience, take the wheel, hoist the yards, navigate, etc. In a light breeze 30 sails billow from **EUROPA**, taking her towards the horizon. We, the crew, invite you to sail with us. Each year there are different voyages on the schedule: Antarctica expeditions, Tall Ships' races and long ocean crossings - an experience that many dream of and none will forget. <http://www.barkeuropa.com/>



Photo : Peter Steernberg (c)



The **XETHA BHUM** seen at Singapore Eastern anchorage last Monday, the 1993 built container vessel was recently in collision with the Vietnamese flagged **DAINAM** – Photo : Ian Edwards - [www.shipphoto.com.au](http://www.shipphoto.com.au) (c)

## Residents fight plan to build terminal at Rosyth

The Scotsman newspaper reports that residents of Rosyth in Scotland claim that work on a planned new container terminal at Rosyth in Fife "could cause their homes to collapse into the Firth of Forth." An action group from villages west of the development has pledged to fight the £85 million scheme at the initial stage of a public inquiry today. SOS Limekilns believes that extensive dredging required to extend the harbour for the terminal could damage sea walls and threaten homes. The Scotsman said it is also concerned that the project would cause constant noise and vibration, and damage a local wildlife site. The group, which includes Charlestown, Limekilns and Pattiesmuir Community Council, also claimed only about 20 jobs would be created by the terminal, rather than the 200 proposed by developer Babcock, because much of the operation would be automated. SOS Limekilns said increased container traffic could be accommodated at other ports and terminals - such as Grangemouth across the Forth. The group will seek to put its case at a preliminary meeting today, ahead of a public inquiry in November. The scheme has already been earmarked as a key project by ministers, with its inclusion in the Scottish Government's national planning framework, effectively giving it approval in principle. Sue Hamilton, a spokeswoman for Limekilns SOS, said: "We want Babcock to reconsider before they waste too much money on this. Otherwise the public could end up subsidising unnecessary, expensive dedicated infrastructure for an unenviable project. "If we knew this was the right and only thing to do in the national interest, we would be taking a different approach. However, the more we've learnt about this, the more we've realised this isn't in the national interest." A spokesman for Babcock last night declined to comment. The firm has previously described the project as helping to turn Rosyth into a "thriving, dynamic port that will act as an international gateway for businesses". Source : Scotsman / Dredging News Online



## CASUALTY REPORTING

### Two people killed in Norwegian cruise line fire

Two people have been killed and at least four injured in a fire on a cruise ship in Norway, police confirmed



A cruise liner caught fire off Norway's coast prompting the evacuation of more than 200 passengers, Norwegian media reported on Thursday, adding that six people had been hurt. The **Nordlys**, operating on the popular tourist route from Bergen to the northern regions above the Polar circle, was close to the port of Alesund in Western Norway when a fire started in the engine room, state broadcaster NRK said. Television footage showed thick, black smoke rising from the ship, currently docked in Alesund. All 207 passengers

and most of the crew of 55 have been taken off the ship. Some crew remained on the vessel to fight the fire. According to the website of operator Hurtigruten the 1994-built **Nordlys** can carry 691 passengers. **Source : The Telegraph**

## NAVY NEWS



The 1991 delivered Polish **642 HANZA** one of the 17 units of the **NOTEC Class** (Project 207D, 207P, and 207M) coastal minehunter/minesweepers [MHC] –

**Photo : Cor van Niekerken (c)**

#### Technical details NOTEC Class

D: 208 tons light; 213 tons normal (225 fl) S: 14.5 kts

Dim: 38.46 (36.50 pp) × 7.35 (7.15 molded breadth) × 1.78 (hull)

A: 1 twin 23-mm 87-cal. ZU-23-2MR Wrobel-2MR AA; 2 d.c. racks (12 d.c. tot.); 2 mine rails (6–24 mines, depending on type)

#### Electronics:

Radar: 1 SRN-302 nav.

Sonar: AkMor SHL-100 Flaming-A; AkMor SHL-200 hull-mounted HF mine-location

M: 2 Type M-401A diesels; 2 Kort-nozzle 5-bladed, CP, 241-rpm props; 2,000 bhp (1,600 sust.)—1 150-kw, 514-rpm tunnel-thruster fwd

Electric: 60 kw tot. (2 × 30-kw Wola 71H6 diesel-driven sets)

Range: 950/14; 1,100/9 Endurance: 5 days

Crew: 4 officers, 6 warrant officers, 20 enlisted

## SHIPYARD NEWS

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## Focus on innovation for IHC Merwede at Europort 2011

As a global market leader in dredging and mining vessels and equipment, and a reliable supplier of custom-built ships and supplies for offshore construction, **IHC Merwede** will be among the leading exhibitors at the Europort 2011 exhibition and **CEDA Dredging Days** technical forum in The Netherlands. The Europort event is one of the world's largest maritime exhibitions and will take place in the heart of the Port of Rotterdam on **8-11 November**. The show focuses on all areas of the shipbuilding industry, from naval and dredging, to fishing and offshore, and attracts more than 800 exhibitors and 30,000 visitors biennially to Ahoy Rotterdam. This year, IHC Merwede will again take its place at stand 1312 to showcase innovative vessels, advanced equipment and life-cycle support for the dredging, mining and offshore markets. The eye-catching and fully interactive display will include an iPad column and movie screens.



A number of impressive scale models will showcase the wide range of innovative vessels engineered and manufactured by IHC Merwede. The company's goal of meeting the specific requirements of every customer worldwide is highlighted by: the custom-built **CONGO RIVER** (Photo left : **Jasper van Raemdonck** ©) and standard **BEAGLE** trailing suction hopper dredgers; and the self-propelled **ATHENA** and standard IHC Beaver® cutter suction dredgers. In addition, IHC Merwede's expertise in dredgers is supported by its line-up of special vessels, including the grab hopper and backhoe dredger on display at Europort 2011.

The largest mono-hull, heavy lifting vessel in the world, the **OLEG STRASHNOV** is one of IHC Merwede's biggest attractions in the offshore sector. It will be joined by a multi-purpose offshore support vessel, the **TYPE-22 HOS ACHIEVER**.

The **IHC Merwede** stand will also feature examples of advanced equipment designed to meet the demands of the dredging, mining and offshore sectors, such as two flexible spud carriers for a self-propelled cutter suction dredger and an IHC Beaver® dredger. The Curve® is a new type of pump impeller with blades designed to improve the suction characteristics and reduce the wear rate of a dredge pump. Furthermore, the patented BoneCrusher® is a suction/discharge hose that has been designed by IHC Merwede with innovatively shaped steel rings to protect the rubber from abrasion and therefore ensure durability. Other innovations on display will include: IHC Lagersmit's environmentally friendly thrusters seal, the SUPREME Ventus; IHC Deep Sea Dredging & Mining's dredging crawler and riser for deep-sea excavation and vertical transport over long distances; IHC Systems' excavator simulator, including the innovative cycle automation already delivered in 2011; and examples of IHC Hytop's winches and power units.



IHC Hytop will also introduce its range of flushing units for the rental market, with the capacity to handle large-diameter pipes. The business unit can manage every aspect of the flushing process – up to 9,000 litres per minute – from the engineering and execution, to the delivery of the reports.



The **ATHENA** seen fitting out at the **IHC-Merwede** yard in Kinderdijk – Photo : Jan van Heteren ©

**IHC Merwede** will also be one of the main participants in **CEDA Dredging Days**, a premier technical forum for the industry, which also takes place at Ahoy Rotterdam on 10-11 November. On the first day, the company's business units, **MTI Holland** and **IHC Beaver Dredgers**, will give a presentation on the use of life-cycle analysis for assessing the sustainability of dredging equipment and its manufacturing processes and **IHC Systems** will host a seminar on taking dredging precision to the extreme. On day two, **MTI Holland** and **IHC Deep Sea Dredging & Mining** will be making a presentation on vertical hydraulic transport for deep-sea mining applications in co-operation with the Delft University of Technology. **CEDA Dredging Days** is preceded by a special technical tour to IHC Merwede's shipyard in Kinderdijk. Guests will have the opportunity to visit the yard and the slipway – where vessel construction takes place – and be given an insight into OceanfLORE, the joint venture between IHC Merwede and DEME for developing deep-sea mining activities. "Europort 2011 and **CEDA Dredging Days** are important events on IHC Merwede's calendar," says IHC Merwede President Goof Hamers. "Not only is the exhibition held close to the company's heartland, but it also encompasses all of our business in the world of dredging, mining and offshore. This year's theme of advanced technology highlights the importance of the technology innovator by demonstrating our vast experience and expertise as a global player."

## Strong yen sees owners desert Japanese yards

Another traditionally staunchly patriotic Japanese owner has ditched domestic yards for overseas in its latest expansion plan. Japan's NS United Kaiun Kaisha decided to place newbuilding order for 2 2 13,000-dwt single decker coastal cargo vessel at Chinese shipyard Huanghai Shipbuilding. The ships will be delivered in 2013 from the Shandong yard. Many Japanese owners are eyeing orders overseas as the yen remains extraordinarily strong to the US dollar, hovering around the 77 mark today. Source: Seatrade-Asia

## Keppel O&M wins heavy lift crane contract

**Keppel Offshore & Marine** has won a S\$143m (\$115.4m) contract to build a heavy lift sheerleg crane vessel for **Asian Lift**. **Keppel Nantong Shipyard** in China will finish building the **5,000-tonne** floating crane in the third-quarter of 2013. Keppel O&M claims that the crane will be the largest and most versatile heavy lift sheerleg crane vessel of its kind in the world.

The crane, **Asian Hercules III**, will serve the offshore oil and gas as well as marine markets in Southeast Asia. "Southeast Asia is an important market, especially with the high volume of offshore and marine projects being contracted here," said John Chua, general manager of Asian Lift. "With the weight of modules and other components increasing, **Asian Hercules III** will be well placed to meet the needs of the market for greater lifting capacity."

Source : Seatrade Asia



The **McDermott Derrick barge no 50** was shifted from berth into dry-dock at SSPL. (Singapore)

Photo : **Robin van Singerwood**

## **Bollinger Shipyards, Inc. improves safety standards**

**Bollinger Shipyards, Inc.** continues to achieve safety milestones, changing the culture of shipyard safety awareness at its U.S. based facilities, MarineLog reported. In the last quarter, Bollinger facilities at Algiers and Lockport New Construction both surpassed one year without a lost time accident (LTA). Of the many program achievements this year, the Bollinger Fourchon facility reached 10 years without a LTA, and the Bollinger Marine Fabricators' facility reached an impressive 2,750,000 man-hours worked without a LTA.

Bollinger says that achieving these significant accomplishments reinforces its commitment to provide world-class performance levels in all aspects of compliance at its twelve shipyard facilities.

On April 5, 2011, Bollinger was presented the 2010 "Award for Excellence in Safety" by the Shipbuilders Council of America (SCA). The Award for Excellence in Safety is given to member companies who have an end-of year Total Recordable Incident Rate (TRIR) below the average SCA rate. This was the sixth year in a row that Bollinger facilities received this award. On the award, Bollinger's Executive Vice President of New Construction, Chris Bollinger said, "Congratulations to our dedicated employees on their efforts in making Bollinger one of the safest shipyards in America." "Bollinger is committed to safety of its workforce, support for our community, and respect for the environment," said Ben Bordelon, Executive Vice President of Repair during a recent managers' meeting. Bollinger credits the success of its safety program to its employees, contractors, as well as its diverse customer base, a robust inspection program, a focus on continuous improvement, and training. The Bollinger safety program is targeted to continue to raise the bar on health, safety, and environmental compliance and provide a safe work environment for employees, contractors and customers.

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The Belgian trawler **B-462** seen last Monday enroute Zeebrugge after having a collision with a Maltese flagged cargo vessel off the Danish coast. Photo : [FLYING FOCUS lucht fotografie - www.flyingfocus.nl](http://www.flyingfocus.nl) ©

## Hanjin Shipping inks 15-year coal contract with Kospo

Hanjin Shipping signed a 15-year consecutive voyage contract on Wednesday with Korea Southern Power (Kospo) to provide two capesize vessels for the transportation of soft coal. The first vessel will be deployed in 2012 and the second in 2015 to transport 2.2m tonnes of soft coal annually for 15 years. The ships will run to South Korea from various countries including Australia, Canada and Indonesia. Total transport volume is estimated to be around 33m tonnes creating total revenue of approximately KRW360bn, according to Hanjin Shipping. "We are confident that our continuous success in obtaining long term contracts with the world's major customers will provide firm ground for the growth of our bulk business," the shipping firm said. Source : [Seatrade Asia](#)



The **LINDOIA BR** seen anchored in Guanabara Bay, Brazil - Photo : Capt. Wout Vantellingen ©

## Two Chennai container terminals face congestion

Two private container terminals at Chennai Port, operated by DP World and PSA International, are facing severe congestion, forcing many shipping lines to look for alternative destinations for their cargo. Lines and feeder operators have begun levying congestion surcharges as the condition turned unmanageable over the past few weeks.

Shipping lines at Chennai Port Trust are, however, heaving a sigh of relief now as a five-day long strike by trailer operators has been called off. Jawaharlal Nehru Port Trust (JNPT) in Mumbai is also grappling with severe congestion as reported in Cargonews Asia on August 15. Feeder operators under the banner of Chennai Feeder Operators (CFO) have already begun charging US\$65 per 20-ft container, while shipping lines such as Hapag-Lloyd, Wan Hai Lines, Maersk Line have announced a \$75 per TEU levy.

CFO said the levy is meant to recover losses due to delays in ship turnaround. All the feeder lines operating at Chennai - Bengal Tiger Line, Advance Container Lines, Orient Express Line, Samudera, Sea Consortium and Sea Services - have imposed the surcharge. "The surcharge will continue. Unfortunately, Chennai does not have space for expansion and as the port is situated in the city only one gate can remain open for 24 hours," said the port official. A senior APL India official said around 5,000 container trailers on an average enter and leave the port terminals along with other trucks carrying bulk cargo as well.

"The single gate that is open 24 hours is not adequate to deal with the increasing traffic. There is a waiting period of four to five days for the trucks. Both the private terminals are facing severe congestion. The normal time for a container from the port to the container freight station is half a day but it now takes a day and a half," said the APL official. APL said it was struggling to connect exports via terminals in Chennai Port because of severe port congestion and yard delays. "As a fall-out of the congestion, inland container movements are severely affected. Export boxes of some carriers that arrived at the dockside rail terminal yard in early July have not been shipped out as equipment operators are unable to retrieve those boxes. "Many of our customers have rerouted their cargo to other ports such as Kochi, Tuticorin and Vizag. The situation has worsened due to the rains, bad condition of the roads and the two recent strikes by the truck workers. The situation might take months to recover," said the APL official. A senior Chennai Port official said among all other major ports, Chennai has the least area for expansion. "Since the past five years, traffic volume has gone up 20 percent every year. We are handling 61 million tonnes of cargo, which is expected to go up to 140 million tonnes in another decade. Invariably, the numbers of vehicles have also increased. As the port is situated in the city there are restrictions on container traffic movements. The area set aside for the Customs and security cannot be compromised," said the official. He said although connectivity projects have been planned since 15 years, bureaucratic red tape has delayed the projects. Two projects that are being eagerly awaited are the 30 km Chennai-Ennore road and the 18 km elevated road project. The former will link the northern end of the port to the national highway. Work on the project has started and is expected to be completed in a year and a half. The second project, which connects the port with Maduravoyal, is under construction. Upon completion, it will be India's longest four-way elevated expressway. It will take two and a half years for completion. According to a line official, the only way the situation can improve is to have multilanes within the zero gate, which can segregate the trucks going to the different terminals and move traffic faster.

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The **DELTA PIONEER** seen in Rotterdam-Europoort – Photo : Harry van den Berg ©

## ICTSI may to buy two main Greek ports

Philippines-based International Container Terminal Services Inc. (ICTSI) will make an offer to buy the two main Greek ports if the government were to make them available for sale, the port operator's chief said on Tuesday, ABS-CBNnews reports. Enrique Razon, chairman and president of ICTSI, told Reuters in an interview that the company has about \$500 million set aside for acquisitions and that the Greek ports, the Piraeus and Thessaloniki, were priorities. "We are waiting for the two main ports in Greece," Razon told Reuters at an industry conference in the Malaysian capital. "The Greek government is under a lot of pressure to sell these off...hopefully sooner rather than later." Razon said ICTSI's fundraising exercises over the last two years meant that it could now deploy funds totalling \$500 million for acquisitions, which was opportune given the depressed market conditions. "We've raised a lot of money over the last two years...so we are looking at opportunities and if there's another economic slowdown, which is probably likely at this point, we feel there will be some good opportunities to deploy them," he said. ICTSI, which has outperformed the Philippines composite index since 2009, has been a favourite with analysts and has embarked on a number of growth-oriented projects recently such as greenfield terminals in Argentina, Mexico and Colombia. It recently lost out to Japan's Mitsui in a contest for Singapore port operator Portek, which Razon said was attractive because of its exposure to Africa, another region slated for quick growth. The Greek ports were attractive as well because it would provide another growth catalyst for the company when the Greek economy emerges from its current quagmire. "If Greece does default, they will go into an almost depression, but when they exit that, it will be from a very low base and will have very good growth rates, almost non-European type growth rates," Razon said. The Greek government has been under pressure to sell some of the troubled country's national assets in a bid to stay solvent. Prospects for the container business will remain muted, although this has been true since the start of the year, Razon said. Recent spikes of investor fears about the sovereign debt crisis and currency issues did not further aggravate business prospects, he added. The global shipping business tends to mirror macroeconomic trends and analysts have expressed concern that the container business will be badly affected should global consumer demand further deteriorate owing to uncertainty. Source: Portnews



The **LILEI** see anchored off Chaguaramas - **Photo : Capt. Neil Johnston – Master Salvanguard (c)**

## Jackson Offshore Operators Secures GOM Contract with Super Major

New Orleans, Louisiana- Lee Jackson, President and CEO of Jackson Offshore Operators, LLC is pleased to announce that the company is now 60 days into two long term contracts with a Super Major oil and gas company in the US Gulf of Mexico to supply two Fast Supply Vessels (FSV), **M/V Fury** and **M/V Storm**, for Gulf of Mexico operations. "Our long-term contracts for two FSV's is an acknowledgement of the professionalism and experience of our well-known management team as well as our highly qualified crews" Lee Jackson said. "Jay Harkness, Matthew Rigdon, John Teague and Ken Dawson are experienced and well-seasoned offshore industry executives. Now that these vessels are under contract for a number of years, the company can continue with its expansion plans to become a one of the most highly recognized vessel operators in the United States and beyond." The **MV Storm** and **MV Fury** are 175-foot DP-1 Jet drive Fast Supply Vessels built in 2009. The ABS classed vessels are certified to carry 70 passengers and have the capacity to transport cargo at high speeds.



The **BOE OCEAN** seen in Rio Grande – **Photo : Marcelo Vieira (c)**



## Dan Dolson joins Titan Salvage senior management team



**Titan Salvage**, a Crowley Maritime Corporation company, has appointed **Dan Dolson** to the senior management team as operations manager for the Americas. In this new role, Mr. Dolson now has responsibility for the operations and profitability of Titan's U.S. office and depot in Pompano, Fla. He will relocate to Florida from Bellevue, Wash., and report to Titan Vice President **Richard Habib**.

Mr. Dolson has more than 15 years of experience in the marine and salvage industry. He was the founder and president of the **Seattle Diving Company**, and since 2003 grew the company from a local dive outfit to a modest subsea construction company working in the Pacific Northwest, Gulf of Mexico and in other international waters. Prior to owning his company, he had an eight-year career with Crowley working aboard tugboats and vessels, including the **American Salvor**. He graduated from SUNY Maritime in 1995. **Source : MarineLog**



The Dutch tug **ISA** seen operating at the **Walney phase 2 project**. - **Photo : Stacey Coats (c)**

## NCSA exercises options for two RoCons for U.S. East Coast service

The National Shipping Company of Saudi Arabia (NSCSA) has exercised its option to build a further two Roll-On/Roll-Off-Container (Ro-Con) ships with shipbuilder Hyundai MIPO of South Korea. NSCSA signed a shipbuilding agreement on March 6, 2011 with Hyundai MIPO to build a firm four RoCon vessels and two optional RoCon vessels with the same specifications for a total cost amounting to 1,543 Million Saudi Riyals. The 220 m ships, which will be classed by Lloyd's Register, will have a beam of 32.2 m, draft of 9.5 m, container capacity of 364 TEU and deck area of 24,000 square meters. The main engine will have an MCR of 12,500 kW, providing the ship with enough power for a service speed of more than 17 knots. NSCSA signed a Murabaha Financing Agreement on June 22, 2011 which will be utilized to finance 80% of the cost of constructing the two RoCon vessels and the remaining 20 percent will be financed by NSCSA.



The first vessel of the six, will be delivered in December 2012; the others will follow at three month intervals. On delivery, the vessels will replace NSCSA's current RoRo ships that are operating as a liner service between the U.S East Coast to the Middle East (Red Sea-Arabian Gulf) and to the Indian Sub-Continent (ISC) via Europe. These vessels are specialized in carrying general and project cargo and several other types of RoRo cargo. Equipped with heavy lift cranes, they also have the capacity of carrying

containers in the designed area onboard the vessel. The deadweight of each vessel is approx. 26,000 tons. The vessels are smaller than those they will replace but provide more cargo lifting capabilities with less fuel oil consumption.

Source : MarineLog



Seen at the Westerscheldt River the outbound **JAEGER ARROW** and the inbound **VLISTBORG** with seen in the background anchored the **HAPPY GIRL** - Photo : Henk de Winde (c)

## St Petersburg's Petrolesport 2nd terminal PLP lifts 500,000 TEU to date

PETROLESPOINT (PLP), St Petersburg's second largest container terminal, has handled its 500,000th TEU since January, after having lifted 541,120 TEU for the full year of 2010, reported Russia's SeaNews agency. Global Ports, the parent company of PLP said the record came with the discharge of Cosco cargo - LG household appliances - with delivered to the port by Unifeeder's ship, Emotion. Global Ports has hopes of breaking the million TEU market which would touch the limit of its full capacity. There are also plans afoot to extend capacity to 2.3 million TEU. Global believes that favourable pricing policy can help attract customers. In the St Petersburg container market, PLP and the



larger First Container Terminal (FCT) are likely to remain the main rivals, despite newcomers such as Fourth Stevedoring Co and the Ust-Luga Container Terminal to be opened within weeks.



The **VEGA SPRING** seen enroute Rotterdam – Photo : Rik van Marle (c)



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## Shipping costs for iron ore, coal up 4.3%

**Higher rates backed by stronger vessel demand**

The cost of hiring ships to carry iron ore and coal climbed for a third day in London, extending a sixth weekly advance, as demand for the vessels strengthened and the fleet's growth slowed. Demand pull: Rents are likely rising because China is shipping more cargoes to stockpile iron ore and Japanese power plants are buying more coal, said Natasha Boyden, an analyst at Cantor Fitzgerald. Average hire rates for capesizes gained 4.3 per cent to US\$27,602 a day, the Baltic Exchange said on Monday. Prices have almost tripled since the start of August. The ships climbed the most among the four vessel types tracked by the publisher of shipping costs.

Rents are likely rising because China is shipping more cargoes to stockpile iron ore and Japanese power plants are buying more coal, said Natasha Boyden, an analyst at Cantor Fitzgerald LP in New York. Indian iron-ore shipments to China may also be shrinking, implying the world's biggest steelmaking nation will import the raw material from further away, while fleet expansion has slowed, she wrote in a report on Monday.

Gains in capesize hire rates for longer-duration charters suggest the market is 'slowly anticipating that this turnaround could be around for the near future', Ms Boyden said. Miners and commodity traders sometimes hire vessels for several months at a time as a way of protecting themselves against rising freight costs. Six-month charters for vessels able to carry about 170,000 tonnes of cargo rose 2 per cent last week to US\$25,000 a day, according to Clarkson Research Services Ltd, a unit of the world's largest shipbroker. They cost US\$19,750 two weeks ago.

The capesize rebound is likely to 'lose steam' by the fourth quarter because of a surplus of vessels seeking cargoes, Barclays Capital said. 'We do not expect significant upside from present levels and expect the current rally in the cape market to lose steam by mid-Q4,' Barclays analysts including Miswin Mahesh in London said in a report on Monday.

The Baltic Dry Index, a wider measure of shipping costs, climbed 2.1 per cent to 1,876, according to the exchange. The gauge will likely start declining by mid-December and into 2012, 'with intermittent possibilities thereafter for mild rallies', the Barclays analysts wrote. **Source : Bloomberg**

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## Changes on the bridge of the marine claims specialists

Around six months after the change on the command bridge of the **Verein Hanseatischer Transportversicherer (VHT)**, Hamburg/Bremen, by appointing **Capt. Dennis Brand (38)** as Senior Managing Director, a further change has come: **Dipl.-Ing. Bernd Röder, Hamburg**, will leave the Association at the end of this month.

**Mr. Röder** has asked the Board of VHT to release him from his duties on compassionate grounds. He will leave VHT on 30th September 2011. **Mr. Röder (59)** has been working with the VHT for 17 years, 11 years as Managing Director. On the occasion of an employees meeting the Board of VHT has appreciated his merits for the VHT. In addition to his functions as Senior Managing Director as well as to his responsibility for the Bremen Office, **Dennis Brand** will take over **Mr. Röder's** role in the Hamburg Office until further notice. In summer 2009, **Capt. Brand** joined the VHT and in autumn 2010 he was appointed Managing Director. In February 2011 he succeeded **Capt. Peter Zahalka** as Senior Managing Director. Since March this year he is assisted by the two Heads of Claims, **Karl Ernst Bergmann (48)** and **Marcus Kück (32)**.

The VHT exists since the turn of the millennium in its actual constellation. Both origin organizations then merged under the umbrella of the VHT, the 1797 founded **Verein Hamburger Assecuradeure** and the 1818 founded **Verein Bremer Seeversicherer e.V.** About 30 employees serve about 3.500 ocean going vessels, shipyards, river vessels etc. and handle about 1.000 claims per year. At the two offices on the Elbe and Weser rivers the VHT offers a broad range of services for the maritime industry. The focus of the VHT team, which is made up mostly of trained captains, engineers and naval architects, is mainly on investigation the cause, nature and extent of damages and extents through claims management and damage prevention to emergency response management (international 24 hrs. emergency service). The VHT also supports its customers during recourse actions and prepares risk analyses.

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



Crew change at the [DCV Balder](#) and URS AHTS [Union Manta](#), as seen from the crewboat [Milton Mc Call](#) which takes the offsigning crew to Pointe Noire in Congo.

**Photo : Rinco Hollemans (c)**