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The 400,000 dwt VALE BRAZIL seen during unloading operations in the Port of Sohar
Photo : Edwin van Espen ©

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The TSHD [GEOPOTES 15](#) seen dredging in Baydaratskaya Bay (Russia) - [Photo : Arjen Costerus ©](#)

Single-hull tankers still a game changer in the market

A new analysis from shipbrokers Gibson showed this week that just 223 single hull tankers of over 25,000 dwt remain in the fleet, representing about 5% of the total tanker population. Only seven flag states have 10 or more SHs on their

respective registers. Excluding Panamanian and Liberian flag, Indonesia has 31 SHs, China (21) and Brazil (13). Petrobras remains the largest owner of SH tonnage with 13 tankers said Gibson.

The company took notice of this week's sale from Ship Finance International of three single hull VLCCs, following the early termination of their long-term charters. "Even though these units have for some time been employed outside the tanker market on long-term storage contracts, it does once again put the spotlight on what impact (if any) the remaining SHs have in today's tanker market?" wondered Gibson. It went on to say that of the remaining 33 VLCCs, just 5 continue to trade. "More significantly, 16 units are employed in long-term projects mostly storing fuel oil in the Singapore area. A further 7 are laid-up in waters around Labuan. With the inclusion of the 3 Ship Finance vessels (reported sold to Petrobras) as many as 10 SH VLCCs are destined for conversion to FPSO/FSO projects. The Suezmax fleet is now 98% double hull with just 8 SH units still afloat. Again a few of these are engaged in long-term storage or destined for offshore conversion. Excluding those vessels still trading, it is most unlikely that any of these units will return to the tanker market. It is also unlikely that we will see any further tanker sales for conversion to dry cargo once those presently completing are redelivered" said Gibson. It also commented that "while our analysis stops short of a complete breakdown of the fleet, we know that many of the smaller tankers have had no reported movements for several years. Of course owners are able to continue to trade these tankers until end 2015 and we are aware of several examples where owners have declared that this is their intention. On the other hand, several owners have put up the 'for sale' signs with little prospects of finding a buyer or indeed even realising a scrap value. For some time it has been our view that the remaining SHs have had little or no impact on the tanker market. However, swifter removal of the remaining SHs could provide opportunities for some of the older double hulls to fill the roles currently held by their counterparts" concluded Gibson. Meanwhile, this week, in the VLCC tanker market, "few days celebrations in China and Korea could only have a negative impact on the VLCC market. Even though average bunker prices have slightly lowered, demand was unstable enough to again provide an opportunity to charterers for marginally affecting rates. Most voyages from the Middle East Gulf to the Far East are today concluded under WS45 which, basis a 'normal' speed of 14 knots, still keeps daily returns in the negative sector (about US\$-2,500 per day). One should note that, in such a poor environment, some new buildings coming out of the yard are now going directly to parking slots idle while the oldest single hull units are now quickly sold for demolition or conversion. In the West and especially from West Africa, despite slight signs of revival for the Suezmax market, VLCC tonnage seems unable to escape from the doldrums. Rates are hardly better than WS45 for a transatlantic voyage and well into the low WS40's for all eastern destinations" mentioned shipbroker Barry Rogliano Salles in a separate report. Gibson meanwhile stated that "going nowhere - and not particularly fast - sums up the present VLCC situation in the Middle East Gulf. September barrels are now almost completely mopped up, and so far there has only been mild skirmishing on October dates. Next week should see a little more noise as Charterers receive final confirmations of their October programmes, but it will take a severe lapse in discipline to provoke any meaningful rebound. Currently rates remain at WS 34 west and a little under WS 45 to the East. Suezmaxes had a very quiet week of it that allowed for no discernible movement from around 130,000 by WS 47.5 west and sub WS 80 east with no early turnaround looking on the cards. Aframax saw a little more activity than last week, but that only served to allow Owners to compete to a lower 80,000 by WS 97.5 level to Singapore with further discounting possible" concluded the London-based shipbroker. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The **NORMAND CUTTER** seen outbound from Rotterdam – Photo : Kees Torn ©

Asia-Europe rates below US\$800/TEU as all major trade rates plummet

The proposed rate increases on the Asia-Europe trade have now been erased as spot rates fell 3.4 per cent week-to-week to just US\$793 per TEU last week, according to the latest Shanghai Containerised Freight Index (SCFI), Shippinggazette reported. Elsewhere, the picture was just as gloomy with China-US west coast rates falling 2.5 per cent to just \$1,633 per FEU and to the US east coast the rate fell 2.3 per cent to \$3,209 per FEU. Up until last week spot rates to the Mediterranean had been rising, but last week they joined the decline on the other trades, falling 2.8 per cent to \$1,096 per TEU. The combined SCFI last week fell 20.88 points to 1020.38, representing a two per cent week-to-week slump. **Source : Portnews**



AHTS **Deep Sea I** discharging bulks to Drillship **Deepsea Metro I** in the Korea East Sea
Photo : Capt. Brendan Lally – Master/OIM Deepsea Metro I ©

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HAL's **RYNDAM** seen moored in Trapani (Sicily – Italy) – Photo : Peter Tukker ©

On the waterfront: Arrival of 'AP Sveti Vlado' of special note

The arrival of **AP Sveti Vlado** at Port Chalmers is of very special interest. With a gross tonnage of 32,578gt it is the largest vessel to call here to load logs. The handymax bulk carrier is also the first Vietnamese-built vessel to enter this harbour. The vessel was built at Haiphong by the Ha Long Shipbuilding Company, one of 20 yards in the country that are controlled by the Viet Nam Shipbuilding Industry Corporation (Vinashin).



The **AP SEVTI VLANO** seen in Otago – Photo : Ross Walker (c)

As hull number HR-53-HL06, the ship was laid down on July 30, 2008. It was launched on April 2, 2009, for operation by Graig Shipping plc, of Cardiff, under the flag of the Bahamas. But a month before it was completed on October 26, 2009, it received its present name. It had been acquired by Atlantska Plovidba dd, of Dubrovnik, Croatia and placed under the ownership of its Atlant Handymax Corporation. However, they flagged it away from their native Croatia to Majuro in the Marshall Islands, where it has the official number 3716. **AP Sveti Vlaho** is a double-hull vessel having an overall length of 190.00m, a moulded breadth of 32.26m and a loaded draught of 12.6m. The vessel has four deck

cranes, each having a SWL (safe working load) of 36 tonnes. A six-cylinder, 12,888bhp MAN B&W diesel gives a service speed of 14.70 knots on a daily fuel consumption of 32 tonnes.

The vessel belongs to a class of 53,000dwt bulkers built by the Haiphong yard since 2007. To date 13 of them have either already entered service or will be delivered by next year. This yard has the capacity to build bulk carriers or tankers up to 75,000dwt and 3000teu container ships. Atlantska Plovidba was last represented here when their 25,600gt, Croatian-flag **Sveti Nikolai I** berthed at Ravensbourne on April 16, 2004. Currently the fleet numbers 17 vessels. And following the now common trend of using the owner's initials in ship's names, **AP Sveti Vlaho** and Haiphong-built sister **AP Sveti Drzic** were the first, and currently the only two so-named units of the fleet. And this same practice is now widely used by Christian F. Ahrenkiel Reederei, of Hamburg, with the initials AS denoting Ahrenkiel Shipping. This will be illustrated here later this week when the chartered **AS Carelia** calls on the Tanjung Pelepas service for MISC. Launched as **Carelia** on May 1, 2006, the ship was delivered on July 5, 2006, and entered service as **CMA CGM Tulip**. When the charter to the French liner company ended a few weeks ago it was given its present name. The vessel is another of the popular 2824teu vessels built at the Hyundai Mipo yard at Ulsan, South Korea. A further two were in port during the weekend, the 2005-built, Swiss-owned **Maersk Jaun**, a regular visitor since July 2008, and newcomer **Irenes Rainbow**. Incidentally, all are vessels of 28,592gt.



The **IRENES RAINBOW** seen in Port Chalmers after making her first trip into the port to exchange containers.

Photo : Ross Walker ©

Owned within the Tsakos group, of Athens, by Fortune Power SA, **Irenes Rainbow** entered service on April 17, 2006. Before reverting to this name last year the vessel had been trading as **Kota Segar** from 2008. It is now serving on the same east coast North America service as **Maersk Jaun**. This class of vessel has been berthing here since January, 2007, and **AS Carelia** will be the 15th to call. So far they have clocked up nearly 160 local appearances. Another named **ER Malmo** is due in mid-October. Source : Otago Daily Times

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The **TORM GYDA** seen enroute Rotterdam – Photo : Ria Maat ©

Zanzibar names probe commission

The Zanzibar government announced a probe commission into the tragic marine accident that occurred last Friday off Nungwi Bay involving **MV Spice Islander**. The Zanzibar Government has confirmed that about 204 people lost their lives while 619 people were rescued. Abdulhamid Yahya Mzee, Chief Secretary of the Zanzibar Revolutionary Council, announced the formation of the probe commission, through a statement circulated by the Zanzibar Information Department. He said the commission would be chaired by Zanzibar High Court Judge Abdulhakim Amiri Issa, while Shaabada Ramadhan Abdallah, an expert in marine laws from the office of the Isles Director of Public Prosecutions is the commission secretary. Other members are Major General Said Shaaban Omari from Tanzania People's Defence Forces (TPDF), Hassan Mussa Mzee, head of Zanzibar's anti-smuggling squad, along with Captain Abdallah Yussuf Jumbe, a seasoned international ship captain.

Others are Captain Abdallah Juma Abdallah, Salum Taufik Ali, Captain Khatibu Kakandula, Mkakili Fauster Ngowi and Ali Omar Chengo. The commission started its work forthwith. The Zanzibar Marine Authority (ZMA) has meanwhile said it was facing an acute shortage of inspectors for ships and ferries in relation to passenger and cargo inspection services. The shortage has persisted since the Zanzibar government decided to establish a marine authority to replace the Union regulator, the Surface and Marine Transport Authority (SUMATRA) back in 2006.

SUMATRA was ordered to halt its operations in Zanzibar following complaints from members of the House of Representatives, who argued that the regulatory body was running its business in the Isles contrary to the law as marine transport was not a Union matter. Effects of the lack of inspectors are being felt at a time when a number of marine vessels have faced severe technical failures while at sea. Apart from the sinking of **mv Spice Islander**, this week two boats including the yacht **Sea Bus I** suspended voyages and returned to Pemba following engine failure causing panic among passengers.

Sea Star boat was also forced to halt its journey and revert to Malindi port on September 12 as one of its engines failed while at Chumbe Island en route to Dar es Salaam. This paper has established that ZMA had only two ship inspectors instead of the six required inspectors, four in Unguja and two in Pemba. Official statistics show that local registered ships and ferries in Zanzibar were 80, of which about 30 were designed for passenger haulage, and regulations indicate that they are supposed to be inspected quarterly.

However, due to shortage of inspectors most of the ships, ferries and boats are not inspected in time, like the sunken **MV Spice Islander**. ZMA Director Vuai Haji was not ready to comment on a number of issues since the tragedy occurred a week ago, saying that the sole spokesperson was the Minister of State in the Second Vice President's Office, Mohammed Aboud Mohammed. 'We have government directives, we are not allowed to comment on anything, the minister is the one to do so,' he declared. Salum Said Mohammed 'Batashi,' managing director of Visiwani Shipping Company, said **MV Spice Islander's** last inspection was December 2010 in Mombasa. The ill-fated ship was constructed by Turkish company, Gogumass Shipping yard in 1970 with a carrying capacity of 425 tones of cargo and 600 passengers.

According to section 209(1) of the Isles Act governing marine transportation and safety enacted in 2006, it is an offence for a marine vessel to operate without proper certificate after inspection. The Act also states that if the ship operates without adherence to the said section, the owner and the captain if found guilty each shall be liable to a fine amounting to \$3000 at current value in Tanzania shillings. Section 211 of the Act requires the owners of marine vessels and captains to ensure that passengers on board do not exceed the number declared in the safety certificate, but this legal requirement is said to be constantly ignored by the operators. Meanwhile South African divers fly back home today following their unsuccessful efforts to remove the sunken ferry **MV Spice Island**, which killed 204 people off Nungwi Bay on September 10. The divers arrived in Zanzibar on September 12 and went to search around the sunken ferry's location the following day, in collaboration with rescue teams from the Tanzania People's Defence Forces (TPDF) and Zanzibar's anti-smuggling squad (KMKM).

TPDF Navy commander Major General Said Shaaban Omar, accompanied by the divers, briefed Second Vice President Seif Ali Iddi on the rescue exercise. He said that the divers were to fly home as there was no work remaining for them to do. Maj. Gen. Omari said the ferry could not be taken out of the water because it had sunken in deep waters, while the team did not have equipment to reach the ferry in those waters. The navy officer noted that the ferry was 275 to 300 meters deep where as the equipment used could enable the divers to go 55 meters deep. He stated that the 12 divers from South Africa assisted by local divers had for three consecutive days attempted to reach the ferry to no avail. 'Two major factors have contributed to their failure, the depth and powerful water stream, which makes waters unstable thus restricting the divers to 35 meters only and they were unable to establish as to whether there were bodies trapped in it or not,' he said.

Maj. Gen. Omari noted that as 72 hours had elapsed since the occurrence of the accident, it was impossible to collect dead bodies still in a state fit for identification and burial. Wayne Combrink, the head of the South African divers team, said despite their failure to complete all elements of their mission, cooperation between divers from both countries would be strengthened so as to enhance local capacity. He advised Tanzania to put in place marine vessels compliant with natural challenges at Nungwi and a well equipped rescue team to deal with any such incidents in future. Responding, Second Vice President Seif Iddi said the Zanzibar government would capacitate its Navy team by providing it with required equipment. The number of perished people was big considering the Zanzibar population which is estimated at 1.5 million people, he said, noting that Zanzibar needs to be assisted in acquiring a helicopter for rescue operations as it is exposed to potential marine disasters on a daily scale. **Source : IPPMedia**



The **IVER PROGRESS** seen enroute Amsterdam – **Photo : Marcel Coster ©**



FERRY CAPTAIN FLEES

Four people were charged in a Zanzibar court on Saturday for being responsible for the death of over 200 passengers when the Tanzanian ferry **MV Spice Islander** sunk enroute from Unguja to Pemba. Those charged include a reported shareholder, the first officer on duty at the time the ferry sunk, and an official of the ports authority in charge of inspections of vessels. The first accused, the captain of the ferry, is, however, still at large as he fled the scene of the disaster and has not yet been traced in spite of intense searches by police and security organizations. The ferry, reportedly already leaning to the side while still in port due to poor cargo loading, sailed heavily overloaded and sunk when hitting rough seas on the open ocean between the two islands, leaving over 200 people dead, with more allegedly missing and trapped in the wreck. South African divers failed to reach the sunk vessel to ascertain if and how many bodies were trapped inside, partly due to bad weather and partly due to the reported fact that they could not descend that deep to the ocean floor in the absence of special equipment. It is understood that bail was denied for the accused who were remanded in custody, and more people may still be charged with the same offenses, as the prosecution is compiling more evidence. The fact that the charges were brought within a week after the sinking of the ferry is testimony to the strong emotions within the island community and the sense by government to have failed the public's safety by not using existing regulations to enforce load limits and even withdraw licenses for ships not seaworthy. Officials are also quiet on the urgent question of insurance coverage, which could at least help the relatives of those who died in the accident with some financial compensation. There is speculation that if at all there was adequate insurance coverage, something some sources deny even existed, the insurance would pull out as a result of the gross misconduct by the crew who deliberately overloaded the vessel causing any insurance coverage to lapse. The Tanzanian government had, on learning the breaking news, released some 300 million Tanzanian shillings to assist families with burial expenses, but it is now up to the court to establish the level of culpability and what damages will eventually awarded to the victims' families. Materializing any claims will be most unlikely should the owners of the shipping company go into administration and eventual bankruptcy.

Kattegat oil spill threatens nature reserve

Ship collision off Danish coast causes area's biggest oil in spill in years

More than 50 people manning five boats and a plane worked throughout the weekend to contain an oil spill in the Kattegat between Skagen, on Jutland's northernmost tip, and the council of Tjörn on Sweden's southwest coast. Officials described the spill as the worst in the region in many years. However, rescue workers maintained on Saturday that the situation was under control.

"We've confined the major portion of the oil," Jonas Berg, a supervisor with the Swedish Coast Guard, said. "Now there is just a small amount that is spread about. On Sunday we removed about 150 cubic meters of oil. The workers are doing really well and have been working around the clock since Friday," he added. Rescue workers focused especially on protecting Stigfjorden, a Swedish fjord and marine nature reserve north of Tjörn, from the spreading oil slick. Stigfjorden is known as a nesting site for vulnerable bird species. The suspected source of the oil spill is a cargo ship from Malta called the '**Golden Trader**'. It was in the North Sea approximately 20 nautical miles west of Thyborøn, Denmark, on Saturday, September 10, when it collided with a small Belgian fishing trawler called the '**Vidar**'. The boats collided in clear, calm weather.

Nearby ships and a helicopter were called in for assistance. '**Vidar**' sustained minor damage, but tore a hole in the side of the larger cargo ship and oil began to spill into the sea, reports shipping news site Vesseltracker.com. The **Golden Trader's** crew managed to stop the leak within a short period of time, but an unknown quantity of oil had

already spilled into the sea. Some 60 cubic meters of oil were collected off Denmark's west coast in the days following the collision. Several days later the oil slick hit the Swedish coast near Tjörn, some 60 kilometers north of Gothenburg.

As of Saturday afternoon, Gothenburg's Bird Centre had received some 15 oiled-covered birds, several of which were beyond saving. "It's difficult to say how many birds are affected," Tommy Järås, of the bird centre told Göteborgs Posten newspaper. "But presumably it could be hundreds, perhaps up to a thousand. There could be injured birds on the islands and reefs that can only be reached by boat." **Source : The Copenhagen Post**

NAVY NEWS



Above seen the French Navy La Fayette Class Frigate **FS LA FAYETTE F 710** leaving Grand Harbour, Malta on Monday 12th September, 2011. - **Photo : Mrs. Vikki Dalli** - www.maltashipphotos.com ©

Aussie navy hit by new sex scandal

Australia's military has been hit by a new sex scandal, with a sailor claiming she was sexually assaulted by a crewmate on board a mine-hunting ship. The 21-year-old able seaman alleged a fellow sailor, 24, sexually assaulted her on board the vessel last month. "Military authorities were made aware ... when the complainant reported the alleged incident to the Naval Police Coxswain, who immediately informed his chain of command," a defense ministry spokesman said. More than 1,000 claims have so far been made involving sexual abuse, beatings and other misconduct within the armed forces stretching back decades **Source : The Standard**



Above seen the Norwegian KYSTVAKT (Coast Guard) cutter **W 342 SORTLAND** assisting **NORDLYS** after fire in Engine Room and water ingress, in Alesund, Norway 17.09.2011. - **Photo : Svetozar Catovic RRM** ©

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SHIPYARD NEWS



The **NEPTUNE 9** seen at the slip in Hardinxveld-Giessendam - Photo : Jaap van der Vlies ©

L&T's shipyard to become operational by January 2012

Engineering major Larsen and Toubro's shipyard being set up at Kattupalli near here would become operational by coming January, a top company official said. The shipyard would enable India to compete globally with Japan and

Korea in building large-sized warships, car carriers and submarines, L&T Board Member and President (Heavy Engineering) M V Kotwal said. The company in association with the Tamil Nadu Industrial Development Corporation, is setting up the Shipyard at an investment of Rs 4,000 crore for the first phase. Addressing a session on "Consultative Meeting" "Vision 2025"-Industries, Kotwal said the company had invested Rs 4,000 crore for the first phase of the yard spread across 1,250 acres.

"It is going to be a monster of facilities.. It can handle 18,000 tonne ships and right now, the (work on) ship-lift is nearing completion... it will be operational by January 2012...", he said. Claiming that the yard was "indigenously designed" by L&T, Kotwal later told reporters that the first ship from the Kattupalli Shipyard was expected to be rolled out by 2012-13. "By 2012-13 it (first ship) should be rolled out" he said to a query. **Source : Indiatimes**



The **FOS POLARIS** seen just lifted out of the water last Saturday at the **ASL shipyard** in Singapore

Photo : Piet Sinke ©

Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

STX OSV bags three trawlers order from Aker Seafoods

STX OSV Holdings Limited ("STX OSV"), one of the major global designers and shipbuilders of offshore and specialized vessels, is pleased to announce that it has secured new contracts for the design and construction of three advanced stern trawlers for Aker Seafoods ASA ("Aker Seafoods"), the shipbuilding and design firm said Monday.

The total contract value is approximately NOK 750 million. The Diesel Electric Twin Screw Trawler vessels will be of STX OSV's own FV 01 design, and will be approximately 70 meters long with a deadweight of 1,500 tons. The hulls will be built and partly outfitted at STX OSV's yard in Braila, Romania, and towed to Norway for final outfitting, commissioning and delivery. The vessels are scheduled for delivery between 2Q 2013 and 1Q 2014.

The new diesel electric trawler design with twin screw solution reflects Aker Seafoods' high focus on fuel efficiency and environmental performance. The energy efficient hull form leads to reduced fuel consumption, and is designed according to clean design requirements. The vessels are optimized for minimum energy consumption throughout the different systems and equipment on board, and equipped with catalyst technology to reduce emissions.

STX OSV Chief Executive Officer Roy Reite commented: "This series of ultramodern trawlers is the result of a long development project where we have utilized our design- and shipbuilding competence from offshore shipbuilding, and

Aker Seafoods has brought in their fishery expertise. We appreciate the excellent cooperation with Aker Seafoods, and we are very pleased that this innovative ship owner has placed new contracts with STX OSV." STX OSV, including its predecessor companies, has extensive experience in building fishing trawlers and other vessels for the fishing fleet. The vessels for Aker Seafoods will be the first in this market segment of STX OSV's own design, broadening the company's product offering in the specialized vessels segment. Aker Seafoods is listed on the Norwegian stock exchange, and is one of Norway's leading producers and exporters of white fish products. The company currently has a fleet of eleven trawlers.

STX OSV Holdings Limited, together with its subsidiaries, is one of the major global designers and shipbuilders of offshore and specialized vessels used in the offshore oil and gas exploration and production and oil services industries. Headquartered in Norway and with approximately 9,000 employees. STX OSV operates nine strategically located shipbuilding facilities, including five in Norway, two in Romania, one in Brazil and one in Vietnam. **Source : PortNews**



Over the past 4 months [Euro Demolition's](#) wreck removal barge, the [Montecristo](#) has undergone a complete refit and is now fully operational. During this period the barge's hull has been sand blasted and repainted and the deck and hull have been reinforced with 85 tons of steel. Furthermore, all the onboard equipment has been examined and where necessary been overhauled or repaired. This has been done at the [Albwardy shipyard](#) in Dubai.

Photo : Peter Tromp ©

HHI Wins \$400m LNG Ship Deal

Hyundai Heavy Industries reported winning a \$400m deal to build two LNG carriers for BW Maritime Pte Ltd, part of Singapore's BW Group, according to a report on Reuters. HHIs is scheduled to deliver one of the two vessels in the second half of 2014 and the other in the first half of 2015. The contract included an option for two additional vessels.

Source : MarineLink

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Maersk Line Ltd., Rickmers to Operate US Ships

Carriers to operate two multipurpose ships for breakbulk, project cargo



Construction of the Maersk Illinois is nearing completion in China.

Maersk Line Ltd. and Rickmers-Linie (America) formed a partnership to carry breakbulk and project cargoes on two new U.S.-flag ships.

The 19,000-deadweight-ton **Maersk Illinois** and **Maersk Texas** are to be converted from the Marshall Islands flag to the U.S. flag in November. Each of the vessels has a lifting capacity of up to 480 metric tons, twice the capacity of existing U.S.-flag multipurpose ships, the companies said.

The new service will operate as Maersk-Rickmers U.S. Flag Project Carrier, or Maersk-Rickmers for

short. "The Maersk-Rickmers service is designed for shippers needing U.S. flag service and seeking the advantageous economics of large multipurpose vessels," said Dave Harriss, director of ship management and chartering at Maersk Line, the Norfolk, Va.-based U.S.-flag unit of A.P. Moller.

Since 1983, Maersk Line Ltd. has managed and operated nearly 100 vessels of varying types and sizes, including multipurpose and roll-on, roll-off vessels. The company has the largest U.S.-flag fleet in commercial service. Rickmers-Linie, headquartered in Hamburg, is among the world's largest project cargo carriers. **Source : The Journal of Commerce Online**



Links het aan boord hijsen van de LNG tank voor de Dual Fuel Caterpillar's C32 V12 voortstuwingsmotoren. Het schip is een tanker van Deen Shipping uit Zwijndrecht en zal zeeschepen gaan bunkeren in Rotterdam. Dit is het eerste binnenvaartschip in Europa met een Dual Fuel motor. Er wordt bij deze motor 20% dieselolie ingespoten, om het arbeidsproces te beginnen en daarna wordt er 80% LNG toegevoerd. Met dit systeem is er mede door het gebruik van een katalysator vrijwel geen CO2 uitstoot en door het gebruik van LNG tijdens de arbeidslag geen fijnstof.

Photo : Henk Mostert ©

Due to working abroad this week the newsclippings may reach you irregularly



The 2011 built 21.167 DWT 145 mtr **FAIRCHEM KISO** seen moored in Rio Grande – Photo : Marcelo Vieira ©

Moody's downgrades MOL and NYK outlook because of sector's weakness

MOODY's, one of the big three ratings agencies, has downgraded the outlook of Japanese carriers MOL and NYK because of weakened profitability and growing uncertainty in shipping industry, but their actual ratings, Baa1 for NYK and A3 for MOL, remain unchanged. Moody's does not rate the other Japanese major "K" Line.

The agency referred to NYK and MOL's own forecasts that its operating margins will fall. Moody's said it believed both carriers do not have immediate financial difficulties because they have firm relationship with banks. Moody's also expects the two Japanese carriers to "maintain stable profits overall" because they possess "long-term contract business and stable non-shipping operations", adding that "their large fleets give options for scrapping, slow steaming and cancelling charters." But it said these positive factors "are not enough to offset current negative factors, hence the change in outlook to negative", reported Lloyd's List. If the two carriers show cash flow improvement, their outlooks can be upgraded to stable, said Moody's, adding that ratings will be downgraded if profitability and leverage decline. Source : Schednet



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 DECK WIDTH: 70.00 M
 WATER ABOVE THE DECK: 16.00 M
 DEADWEIGHT: 100,000 METRIC TONS

REALIZING THE INCONCEIVABLE

DOCKWISE

Bankrupt ferry operator: Online buyers refunded

Customers who purchased ferry tickets by credit card from [Macao Dragon](#) on September 14 and 15 over the Internet will receive refunds through their credit cards, the operator's provisional liquidators, Derek Lai Kar Yan and Darach E. Haughey, of Deloitte Touche Tohmatsu announced in a statement. "Online platforms, which sold exchange vouchers redeemable for ferry tickets issued by [Macao Dragon](#), have already notified their customers of refund arrangements," they said.

The operator sold at least 150,000 tickets prior to filing for liquidation. Most tickets were sold through two group-buying websites, Groupon and BeeCrazy, while 3,000 were sold over the counter. The budget ferry service between Macau and Hong Kong ceased operations late on Wednesday after a run of just 14 months and called in liquidators, blaming the shutdown on licensing problems and caps on the number of passengers imposed by the Macau Government. The liquidator said the operator's debt could reach over HKD 10 million. Meanwhile, Shun Tak showed interest in operating the same routes. On Saturday, the long-established ferry operator said it would follow the contract, including keeping the passengers capacity as required, according to TDM News. When asked if Shun Tak would take over the bankrupt company to operate the route between Taipa and Hong Kong, manager Pansy Ho revealed that her company had been applying for the operation and they were waiting for the government's response. In addition, lawmaker Mak Soi Kun urged the government to fully probe the background of applicants and make sure they were really capable of meeting the requirements, when analysing applications from ferry operators. He added that authorities should constantly monitor the company operation.

Media reports show that the case of [Macao Dragon](#) has exposed a flaw in Hong Kong labour ordinances, leaving seafarers unprotected if the company becomes insolvent. The estimated HKD 10 million includes HKD 1.5 million owed to the company's 150 staff in salaries. About 130 [Macao Dragon](#) workers went to the Hong Kong Labour Department and the Marine Department on Friday to seek assistance. The company has not hired any Macau workers, it was also

said. Around 70 employees have already applied for payment from the protection of wages in the insolvency fund. However, some 60 seamen are not eligible for this fund, because they are covered under a different system from land-based workers. According to the Hong Kong Labour Department, the amount of compensation may reach HKD 5 million.

Hamburg Sud Christens Fifth 7,100-TEU Ship

German carrier plans to add five more of the same size by mid-2012

Hamburg Sud christened the **Santa Catarina**, the fifth of 10 ships with capacities of 7,100 20-foot equivalent container that the German carrier is adding by mid-2012. The new ship has been operating since March in Hamburg Sud's Good Hope service covering Asia, South Africa and the East Coast of South America. The christening ceremony was held Friday in Itapoa, Brazil. Each of the new ships has plugs for 1,600 TEUs of refrigerated containers. **Source :** *The Journal of Commerce*



The **CAP PALMAS** seen outbound from Rotterdam – Photo : Ria Maat ©



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BGC takes delivery of 'AMALI'

Brunei Gas Carriers Sendirian Berhad (BGC) of Brunei Darussalam celebrated a historic milestone by taking delivery of a newly built LNG Carrier "**AMALI**" from Daewoo Shipbuilding and Marine Engineering (DSME) on August 1. According to a press release, the modern design **AMALI**, is powered by highly efficient Dual Fuel Diesel Electric Engines which

ensure more economical fuel consumption in comparison to its steam ship predecessors. Capacity-wise it can carry up to 147,000m³ of LNG - almost double the capacity of the current B-Class vessels of Brunei Shell Tankers Sendirian Berhad (BST). The **AMALI** will join its sister vessel, **ARKAT** that was delivered earlier in the year in February, to deliver Brunei Darussalam's LNG cargoes.

The introduction of the two new LNG carriers is part of a long term investment programme to phase out the older LNG carriers into ensuring the Brunei LNG Project provides continuous, reliable and safe delivery of Liquefied Natural Gas to Brunei LNG Sendirian Berhad (BLNG) customers in Japan and Korea. BGC and BST currently employs a total of 249 Bruneian marine personnel comprising of 80 officers and 169 ratings serving on board the Brunei fleet of LNG carriers. A total of ten Bruneians were assigned to the Site Team to oversee the construction of the vessels, which commenced in December 2009. The positive contribution of the Bruneian inspectors ensured the delivery of the two vessels were within the specification required by the shipbuilding contract. To commemorate the inauguration of **AMALI** to the Brunei LNG Fleet, a flag raising ceremony was held onboard the vessel on July 27, 2011, at the DSME Shipyard in Okpo, South Korea. Among those in attendance were a BGC delegation led by the Managing Director, Mohamad Awang Damit, senior executives from DSME, the officers and crew of the m.v. **AMALI**, and members of the Project Site Team. During his speech at the Ceremony, the Managing Director expressed his hope that the vessel would continue to uphold the Brunei LNG Fleet's tradition in delivering strong performance in the areas of safety, reliability and cost management. The Bruneian National Flag was raised by two Bruneian Officers, Second Officer Mohammad Shahbrin bin Ibrahim and Third Engineer Adriano Liew accompanied by the Brunei National Anthem sung by all Bruneians on board the vessel. The vessel departed the DSME shipyard on August 5 and recently arrived in Brunei waters on August 11. **Source : Brunei Press**



The **CONTENDER** (ex **MARY CHRISTINA**) seen during conversion into a dredger in Hardinxveld (Netherlands)

Photo : Ton Grootenboer ©

Plan for Bermuda's shipping channels dredging unveiled

Millions of dollars have to be poured into widening Bermuda's shipping channels to attract the bigger cruise ships into Hamilton and St George's. A study commissioned by the Department of Transport has looked in to a series of options open to the two ports that would enable them to accommodate the growing breed of larger vessels. These include doubling the width of Town Cut, losing 90 per cent of the total area of Higgs, Horseshoe and Hen Islands and widening Two Rock Passage. The number of cruise ships coming into St George's in the last few years has dropped dramatically as most are too big to negotiate Town Cut. The report reveals that in 2007 126,158 cruise passengers arrived in the old Town in 108 ship visits. This year just 1,023 passengers from two cruise ships will arrive in St George's.

The report — A Study of Bermuda's Shipping Channels to Accommodate Larger Cruise Ships — reveals that all three of the major cruise lines currently visiting Bermuda would be in favour of a two or three-port stop. It states: "The cruise industry has moved to larger cruise vessels, a trend rendering two of Bermuda's traditional ports-of-call nearly

inconsequential in terms of direct vessel and passenger arrivals. "With the average length of cruise vessels delivered each year continuing to increase, combined with the retirement of older, smaller vessels, it is very unlikely that within the next decade cruise ships with lengths of 300m will become the operational norm. The 146-page study initially looked at 14 ways of improving the access for bigger cruise ships through Town Cut, which were then narrowed down to three. They involved deepening the channel, widening the shipping channel and removing substantial chunks of Higgs, Horseshoe and Hen Islands. The channel improvements are expected to impact seagrass and coral reefs. The report states: "The north sections of Higgs, Horseshoe, Hen and Lefroy Islands will be removed for the channel improvements. "Terrestrial habitats and recreational opportunities for the public will be lost." Terrestrial survey will be required to determine the amount of impact." The extensive study into Bermuda's shipping channels also involved a string of simulation tests, which were conducted with the help of Bermudian pilots to see what models could work.

The report identifies three improvements whereby Town Cut would be widened from 70m to 145m, 155m or 165m to allow the newer, larger ships into St George's Harbour. It states: "The alternatives under consideration for deepening and widening the Town Cut channel involve dredging to -11 to -12m CD and widening to 165m. "Widening to the south will require excavation on Horseshoe, Higgs and Hen Islands for all schemes. "The geological information suggests that these excavations would likely be within the Rocky Bay and Belmont formations which are expected to have significant bedding and relatively light to moderate cementation, and therefore amenable to excavation using Cutter-Suction Dredging or Trailing Suction Hopper Dredging with relatively low risk of prior breaking by blasting or hydraulic hammers being required." The report also suggests that widening Two Rock Passage to 130m and re-aligning would make it suitable for some of the bigger cruise ships to come into Hamilton Docks. The report provides a possible timetable for the work on Town Cut and Two Rock Passage to be completed as well as a budget. It suggests that the cost of widening Town Cut will be between \$48 million and \$71 million depending on whether it is widened to 145m, 155m or 165m. The report states: "The completion of field investigations and environmental studies generally takes one to three years to complete depending on the scope of the project. "Improvements to Two Rocks and Town Cut are anticipated to take a minimum of 18 months to complete. "Therefore the completion of the Town Cut and Two Rock Passage is anticipated by 2017." **Source : Bermuda sun**



Smit Venta (ex **Smit Dominica**) arriving from Klaipeda in Rotterdam last Monday for maintenance. She had been stationed at Klaipeda since 1009 for the 50/50 joint-venture Towmar-Smit. Since this year all three tugs that Smit brought in (**Smit Nida**, **Smit Dane** and **Smit Venta**) were pulled out and will now be utilized elsewhere, as learned the **SMIT DANE** and **SMIT VENTA** will be redeployed in Brazil in the future - **Photo : Hans Hoffmann (c)**

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Above seen the **REM FORTRESS** in front of Hareid, Norway 17.09.2011. - Photo : Svetozar Catovic RRM ©

'Daily Maersk' proclaimed as next major advance in container shipping

THE much-touted "**Daily Maersk**" Asia-Europe shipping scheme was presented at a Hong Kong press conference yesterday as major milestone in the development of international containerisation. The Daily Maersk service will start October 24 on the Asia-North Europe trade lane with ships departing at the same time seven days a week, and arriving daily at the same time at the four Asian ports of Ningbo, Shanghai, Shenzhen-Yantian and Tanjung Pelepas, and at the three European ports of Felixstowe, Rotterdam and Bremerhaven.

Daily departures from China and arrivals were proclaimed as a game changer in container shipping because factories could integrate production into a seamless conveyor belt-like supply chain. "The lack of on-time delivery costs large sums of money because it makes shipping more of an art than a science. Companies have to make up for an unreliable supply chain. They are forced to build a buffer in their supply chains and lose income when goods are not on time," Mr Kolding said. "When Maersk started, there were only monthly sailings, then they became weekly, then twice weekly, and today we offer Daily Maersk, with a guarantee of schedule reliability," Mr Kolding told journalists in Kowloon as he had done in London a few days before.

The Daily Maersk scheme, served by seventy 8,500 - 15,000-TEU vessels totalling 57,000 TEU weekly, comes with a money-back guarantee. The carrier promises to pay US\$100 per container if consignments are delayed three days and

\$300 per box is delayed four or more. Asked by the Hong Kong Shipping Gazette about Maersk's earlier scheme to collect a no-show fees from shippers who book space and fail to deliver, Mr Kolding said the plan was still in the works; implementation is being studied. "Normally, we invoice for cargo that does show up. Now we are to invoice for cargo that doesn't. We are still working on it," he said.

While no-show collection fees would apply to the its Daily Maersk, the concept is applicable to all trades, he said.

At present 44 per cent of containers shipped on Asia-North Europe trade are late, he said, with 11 per cent more than two days late and eight per cent suffering delays of more than eight days. Asked about setting off a rate war, Mr Kolding said Daily Maersk was more likely provoke a "reliability war", which would benefit all. The service would add no significant capacity, said Mr Kolding, who expects Maersk utilisation to remain or surpass its present 90 per cent level. **Source : Schednet**



Above seen the **MSC LORENA** while entering the port of Felixstowe in rainy conditions.

Photo : Mark de Bruin ©

ICTSI fails to buy Singapore's Portek, now after Piraeus and Thessaloniki

MANILA-based port operator International Container Terminal Services Inc (ICTSI) has said it wants to buy two main ports in Greece if the financially hard-pressed Greek government decides to sell. The company lost out to Japan's Mitsui in a bid for Singapore's Portek, which it sought for its Africa trade, where it feels major developments are imminent.

ICTSI chairman and president Enrique Razon said he has US\$500 million for acquisitions and the Greek ports at Piraeus and Thessaloniki are his aim, reports London's International Freight Week. "The government is under a lot of pressure to sell - hopefully sooner than later," Mr Razon said. ICTSI has 22 terminals and port projects in 17 countries. "We've raised a lot of money over the last two years. If there's another economic slowdown, we feel there

will be opportunities," he said. Greek ports, he said, possess great potential, especially when the Greece emerges from the economic crisis. "If Greece defaults, it will go into depression, but when it exits that, it will be from a very low base and will have very good growth rates - almost non-European growth rates," Mr Razon said. **Source : Schednet**

.... PHOTO OF THE DAY



The **TOISA SENTINEL** seen laid up in Malaysian waters
Photo : Capt. Jelle de Vries ©

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