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Three tankers seen moored in Stavanger October 5th for christening
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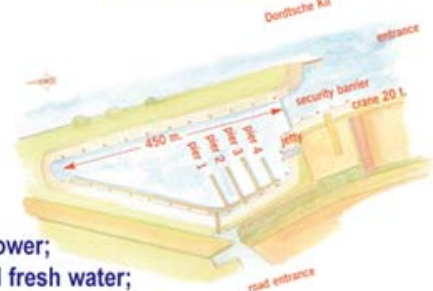
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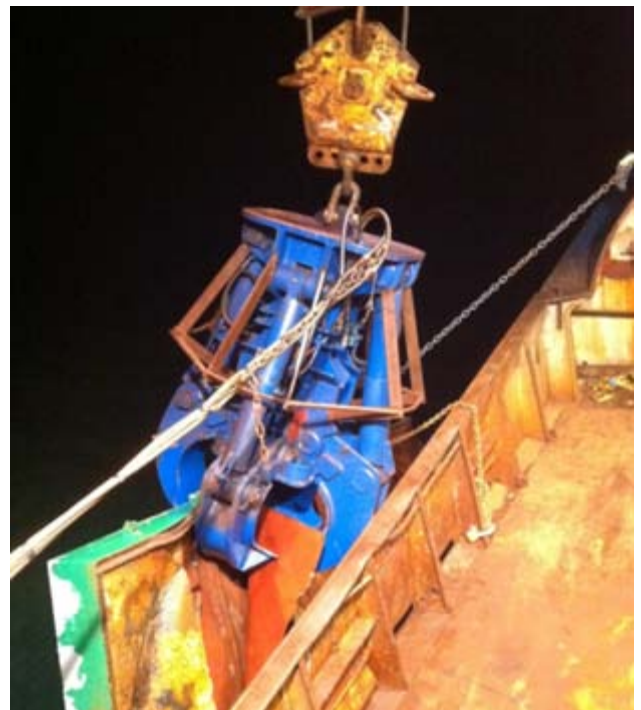
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At the photos the remains of the wheelhouse from the cargo vessel **Union Neptune**, sunk at the 23rd of July, probably by result of "liquidising cargo" off La Rochelle. The wheelhouse is seen on the deck of the salvage vessel **Good Hope** from **Friendship Offshore BV Terschelling**. **Good Hope** was contracted by **Titan Salvage** to recover 5 cargo hatches and the wheelhouse.
Photo's : **Johan Meerkkerk - Friendship Offshore BV**

Panamax Ship Rents Increase Most in Four Months on Coal, Grains

Rents for panamax vessels, the largest ships that can navigate the Panama Canal, rose the most in four months as grain exports from the U.S. and coal imports to China boosted demand. Daily rates advanced 2.7 percent to \$14,567, according to the London-based Baltic Exchange, a provider of freight costs on 29 dry-bulk shipping routes. The gain was the biggest since May 25, and hire costs increased for an eighth session to the highest level since June 22. That helped to lift the Baltic Dry Index after six declines in a row. Mine closings stemming from a fatal accident last month

reduced Chinese coal output. Inspections of wheat and soybeans for export from the U.S., the top shipper of both crops, climbed in the week ended Sept. 29 from the prior week, Department of Agriculture figures showed Oct. 3. Increased Chinese coal imports and a seasonal climb in grain shipments from the U.S. were supporting rates, RS Platou Markets AS, an Oslo-based investment bank, said in an e-mailed report. The index, a broader measure of commodity freight costs, advanced 1.2 per cent to 1,908 as earnings rose for all four classes of dry-bulk ships it tracks. The gauge slid 26 percent over the past year, even after a 50 percent jump in August and September as higher Chinese iron-ore imports helped rents for capesize vessels, the largest in the index, to more than triple.

Hire costs for panamaxs in the Atlantic Ocean for shipments to Asia, the highest-paying route for the vessels, gained 1.5 percent to \$24,813 a day, data from the exchange showed. That was the highest level since April 1. Atlantic-based panamaxs are being sought for bookings of several months, a sign that single-voyage rates will rise further, London-based shipbroker ICAP Shipping Ltd. said in an e-mailed report yesterday. The vessels account for about 23 percent of the world dry-bulk fleet of 8,678 ships, according to Clarkson Research Services Ltd., a unit of the world's largest shipbroker. Hire costs for capesize vessels that haul iron ore and coal gained 1 percent to \$25,731 a day after a six-session, 12 percent retreat from the 10-month high of \$28,949 registered Sept. 26. Rates will drop into the fourth quarter on weaker Chinese demand for imported iron ore, Erik Stavseth, an analyst with Oslo-based Arctic Securities ASA, said in an e-mailed report today. Smaller supramax vessels advanced for a 22nd session, rising 0.5 percent to \$15,796 a day, the highest level since March 31, exchange data showed. Availability of the ships in the Atlantic region was scarce as charterers sought bookings to load cargoes on South America's east coast, according to ICAP Shipping. Rents advanced 9.6 percent over the last month, exchange data show. Costs for handysizes, the smallest ships tracked by the index, climbed 0.6 percent to \$11,154 a day, according to the exchange. **Source: Michelle Weise Bokmann, Alaric Nightingale, Bloomberg**



The **KATE MAERSK** seen leaving the Ijmuiden locks – **Photo : Simon Wolf ©**

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Fairmount Alpine delivers rig Ocean Yorktown in Gulf

Fairmount Marine's tug **Fairmount Alpine** has delivered the semi submersible drilling rig **Ocean Yorktown** safely in Brownsville, US, after a 5,400 miles tow from Rio de Janeiro, Brazil. Fairmount Marine was contracted in July by

Diamond Offshore, a leading deepwater drilling contractor headquartered in Houston, to tow the semi submersible drilling rig Ocean Yorktown to the Mexican Gulf region. At that moment **Fairmount Alpine** just finished a special survey in Durban, South Africa. The tug was instructed to mobilize towards Ro de Janeiro.



Upon arrival in Rio de Janeiro **Fairmount Alpine** assisted the **Ocean Yorktown** in the field until the rig was ready in each and every aspect to commence the voyage towards Brownsville. **Fairmount Alpine** successfully towed the Ocean Yorktown over a distance of 5,400 miles in just 34 days with a general average speed of 6.6 knots, including a two day bunker stop. The tow of the **Ocean Yorktown** was the fifth operation for Diamond Offshore Drilling performed by Fairmount Marine. In 2010 Fairmount's super tugs were involved in four operations for Diamond Offshore. **Fairmount Marine** is a marine contractor for ocean towage and heavy lift transportation, headquartered in Rotterdam, the Netherlands. Fairmount's fleet of tugs consists of five modern super tugs of 205 tons bollard pull each, especially designed for long distance towing.



The **HANSA BERGEN** seen arriving in Willemstad (Curacao)

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

Marad approves Crowley subsidiary Title XI guarantee

The U.S. Maritime Administration has approved a \$346,129,000 Title XI guarantee to Vessel Management Services, Inc., a wholly-owned subsidiary of Crowley Holdings, Inc., for the construction of three 330,000 barrel double hull tug/barge units. VT Halter Marine, Inc. in Gulfport, Mississippi is constructing the barges and Dakota Creek Industries in Anacortes, Washington has been retained to build the tugs. The Title XI Loan Guarantee program provides funding to promote the growth and modernization of U.S. shipyards and the U.S. merchant marine.

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The Island of Man flagged MV **Olivia**, seen in Genoa. - Photo : Daniel van der Zwaan - Janszoon Maritiem ©

Libya ships crude to Asia, first under new govt

Libya is exporting its first cargo of crude to Asia under a new government as the North African nation returns to normalcy following a months-long civil war. The cargo, the third to ship from the country since conflict ended last month, will come as a relief to refiners in Asia who have been paying high premiums for crudes of the quality that Libya produces. European trading company Gunvor booked oil tanker **Wilmina** to load 950,000 barrels of Libyan crude on Oct. 7, according to shipping fixtures. The destination was given as east of Suez, which traders said meant it was likely heading to China, which bought nearly 10 percent of Libya's crude output in 2010.

Gunvor declined to comment. "To the Chinese, it's good in the sense that they won't have to pay very high premiums for sweet crude," FACTS Energy analyst Zhang Liutong said. "The resumption of Libyan exports could also narrow the price gap between sweet and sour crudes." Brent crude futures have held above \$100 for most of the year, and hit a record premium over U.S. WTI crude futures, partly because Libyan supplies got cut off amid rising demand for oil from emerging nations such as China and India. Saudi Arabia raised production to offset the loss from Libya, but this was of the heavier grades that are mostly produced by Middle East producers.

Brent's premium over Middle East marker Dubai rose to a 6-1/2-year high in June as a slump in output of sweet grades from the North Sea and Nigeria added to the supply loss from Libya. The first Libyan crude to be shipped in months sailed from the eastern port of Marsa el Hariga on Sept. 25 for Italy. Africa's formerly third-largest producer had only exported two other crude oil cargoes since a rebellion erupted against former leader Muammar Gaddafi in February. Gaddafi was toppled last month. The latest cargo was likely Sarir, a trader familiar with Libyan oil sales said.

FACTS expects Libyan crude production to rise to 800,000 bpd by the end of this year and to return to the pre-crisis level of 1.6 million bpd by end-2012. Libya will start pumping crude at two major oilfields in about two weeks, doubling production to 700,000 barrels a day by year-end, the country's top oil industry official said, in the latest sign that output is being restored far quicker than many had expected. While the resumption in operations at Repsol-operated Sharara field and Eni part-owned Elephant will help to boost output, the head of the National Oil Corp also warned that Libya's biggest oil terminal at Es-Sider may take more than a year to be fully repaired. Of the two cargoes exported during the crisis, one was lifted by Vitol and delivered to Hawaii. The other was delivered to Sardinia, according to shipping data. One cargo, which was meant to be lifted by Italy's Eni, failed. **Source : The Star**



The **STENA CONTEST** seen outbound from Rotterdam – **Photo : Harry van den Berg ©**

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Ship at risk of breaking up

There are fears a ship stranded on a reef near Tauranga could break up in bad weather, as authorities battle to disperse oil leaking from the vessel. The 236m cargo vessel **Rena** struck Astrolabe Reef near Tauranga Harbour early yesterday, causing a 5km oil slick that has already killed some wildlife. Maritime New Zealand's national on-scene commander Rob Service said tonight that the oil dispersant tested at the site had been ineffective.



Other dispersant options were being considered but an on-water recovery operation was also being considered. That would involve oil being scooped off the water. "Extra equipment and people will be arriving overnight and tomorrow to run a recovery operation. We must also prepare for a potential shoreline clean-up," he said. Mr Service said the ongoing fuel oil leak was intermittent and appeared to be coming from damaged pipework on the

vessel. "We are not aware of any actual breaches in the fuel tanks. However, because of the extensive damage to the vessel, it is difficult to determine accurately what the scale and scope of the damage is."

It was not yet known how much oil had spilled from the ship and the crew were working to prevent further leakage. The [Rena](#) was carrying about 1700 tonnes of heavy fuel oil and about 70 tonnes of marine diesel when it ran aground. An oiled-wildlife response team sprang into action today after reports of oil-covered birds in the water around the ship. The reef - about 4 nautical miles north of Motiti Island and 12 nautical miles off the coast - is home to wildlife including little blue penguins, seals and petrels. It was not yet known what species the four dead birds were.

Wildlife response team members would stay on Motiti Island overnight, with beach searches to begin tomorrow. Maritime New Zealand spokeswoman Sophie Hazelhurst said the ship had suffered significant damage and was in "a difficult position". "It's quite vulnerable in that it is wedged very firmly on the reef, from the middle of the ship through to the front. The back half of the ship is sort of hanging out over some quite deep water." Weather conditions were benign with a slight swell, but if conditions changed that could put a lot more pressure on the already significantly damaged ship. "So yes, we do have concerns for the vessel," Ms Hazelhurst said. "We're conscious that it is a very damaged ship and we just have to monitor and be ready to respond if things do start to go wrong." Concerns have also been raised over a hazardous substance aboard the ship that could give off highly flammable hydrogen gas if it came into contact with water. Maritime New Zealand director Catherine Taylor today issued the ship's owners with two notices under the Maritime Transport Act.

She declared the ship hazardous and instructed its owners to appoint a reputable salvage team. The owners have selected international salvage company Svitzer to manage the operation, but Maritime New Zealand still has the power to take control of the operation if it is deemed necessary. They must regularly update Maritime New Zealand on the salvage operation, both before a plan is put into action and once it is underway, and comply with all directions and inspection requirements. The salvage team will assess damage to the ship before putting together a salvage plan, but it is not yet known what that will involve or how long it might take.



The [CMA CGM VIOLET](#) seen enroute Rotterdam – Photo : Kees Torn ©

Boxship orders continue



One Greek and two Asian boxship operators have quietly ordered newbuildings at Far East yards. Technomar Shipping of Greece, Pacific International Lines (PIL) and Korea Marine Transport Co (KMTC) have inked in a number of containership deals.

The **MAERSK NIJMEGEN** seen outbound from Rotterdam –

Photo : Mark de Bruin

©

The Greek owner and Singapore-based PIL have gone back to yards in South Korea and

China, respectively, for four wide-beam, 6,600-teu post-panamaxs, while KMTC has signed up for a small feedership at home. Technomar has exercised options for two 6,600-teu newbuildings at Hyundai Samho Heavy Industries and PIL is said to have added two more 6,600-teu vessels to its portfolio at Dalian Shipbuilding Industry Co (DSIC). Finally, intra-Asian operator KMTC is understood to be behind a 1,043-teu vessel at DaeSun Shipbuilding & Engineering. Well-placed sources say Technomar exercised its options in July but the move was not reported. It raises to four the tally of firm vessels the company has at Hyundai Samho. The earlier pair was penned in May at a reported high price of \$70m apiece. Sources add that all four vessels are for delivery in the first half of 2013. Meanwhile, PIL has also added two more 6,600-teu vessels at DSIC, bringing its tally at the yard to six. Sources say that one is a new order and the other a conversion from a capesize bulk carrier booked late last year at less than \$60m. They say the company's earlier quartet are for delivery next year and the latest two in 2013. Meanwhile, KMTC is said to have paid \$19.8m for its DaeSun vessel with delivery slated for April 2013. It is understood to have been taken on long-term charter from a Korean shipping bank that has an option for another vessel. **Source: Asiasis**

Nova Scotia arrests tug that was towing bulk carrier when it grounded

The Nova Scotia government has detained a Greek tug that was towing an old bulk carrier that ran aground off Cape Breton more than two weeks ago and is refusing to budge. Karen White, a government spokeswoman, confirmed the move in an email Thursday night, several hours after Premier Darrell Dexter said he would make sure the stricken vessel is quickly removed if the current salvage operation gets bogged down.

White called it a "complicated situation with a lot of different people and levels of government responsible for the file."

She said Transport Canada detained the tug earlier in the day, but it was released before the province "arrested" it at about 4 p.m. White said the province was negotiating with the lawyer for the tug Hellas "to protect provincial interests" in the event the environment is affected by the grounded ship and the province needs to "recoup those costs." The **MV Miner**, an aging bulk carrier, was being towed to Turkey to be scrapped when the tow line broke and it ran aground off Scatarie Island. Repeated attempts to pull it free have failed. Dexter said Thursday the province has to be ready to do something fast, even though the matter is largely within federal jurisdiction with the Canadian Coast Guard and Transport Canada at the helm of the operation.

"We don't want to allow it to languish over questions of who is responsible for it," Dexter said after a cabinet meeting.

"It is not good enough to simply pass this back and forth. ... I'm not ruling out anything, including taking on the job, if necessary." However, a spokeswoman for the premier later confirmed that the provincial government was aware that a salvation company was already on the scene. Still, Dexter said he was concerned the salvage operation could be delayed further because of arguments over who will pay the bill and the arrival of more rough weather.

As well, he said lobster fishermen in the area are concerned about losing their livelihoods if the ship starts leaking fuel.

"If there's an impact on those lobster fishing grounds, that's going to hurt us," he said. The Canadian Coast Guard has confirmed that a Dutch salvage company has already removed 6,000 litres of marine diesel and another 3,000 litres of oily waste water from the ship. The coast guard, in a release late Thursday, said efforts to remove an additional 3,000 litres of oily water from the ship had been halted by bad weather. A visual inspection also found additional damage to the hull of the vessel, which appeared to have shifted closer to shore, the release said. Dexter said he's received reports there may be problems with the original towing permits. **Source : The Canadian Press**

NAVY NEWS



The 2006 built **L 9014 TONNERRE** the 2nd ship in the Mistral Class Amphibious Assault Ship, in the French Navy. Seen arriving for the first time at Valletta, Malta. **Photo : Gejtu Spiteri ©**

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'Overheid vraagt kopie uitnodiging Damen Shipyards'

"Premier Gerrit Schotte (MFK) heeft mij gisteren verzocht om een kopie van een uitnodiging van de Damen Shipyard Group aan de minister van Economische Ontwikkeling, Abdul Nasser El Hakim (MFK), omdat het ministerie die niet zou hebben ontvangen", aldus Angelo Meyer, de vakbondsleider van PWFC, die het personeel van dokmaatschappij CDM vertegenwoordigt. Volgens Meyer is de uitnodiging voor een gesprek in Nederland, in het kader van de onderhandelingen over een mogelijk strategisch partnerschap tussen Damen en dokmaatschappij CDM, op 23 augustus verzonden. Damen heeft volgens Meyer tot op heden geen reactie mogen ontvangen. "Ik heb de premier op de hoogte gesteld dat wij in het bezit zijn van de bewuste uitnodiging en gevraagd waarom men daar geen reactie op heeft gegeven. De premier heeft mij toen om een kopie verzocht en mij verzekerd dat hij deze door zal geven aan het ministerie van Economische Ontwikkeling. Helaas heb ik gisteren wegens drukte de kopie nog niet kunnen bezorgen, maar zal dit spoedig doen", aldus de vakbondsleider.

De ex-interim-directeur van CDM, Clift Christiaans, spreekt zijn bezorgdheid uit over mogelijk verminderde interesse van Damen: "Ik heb uit welingelichte bronnen begrepen dat de interesse na het afketsen door de overheid van het concept-akkoord, dat vorig jaar werd bereikt, al afnam. Inmiddels zijn we al een jaar verder en gaat de dokmaatschappij steeds meer achteruit. Om maar een voorbeeld te noemen: het Drijvende Dok, het zogenaamde C-dok, is reeds enige tijd buiten bedrijf omdat er geen geld is om dit te repareren. Het is dan ook logisch dat door het wachten van de overheid de benodigde investeringen voor het Nederlandse bedrijf slechts toenemen, omdat het Dok steeds meer in verval raakt", aldus Christiaans. Hij meent dat het concept-akkoord in het teken stond van baanbehoud en scholing van het personeel en de winst voor Curaçao en Damen een wat ondergeschikte plaats innam. "Het noodlijdende CDM zou hierdoor een financiële impuls krijgen om voort te kunnen bestaan. Minister El Hakim heeft de overeenkomst opzij gelegd met de uitleg dat deze niet goed zou zijn voor het Dok. Ik vraag mij af wat ervoor in de plaats komt en hoe lang het Dok nog in leven gehouden kan worden", aldus Christiaans. **Bron : Amigoe**

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Hatlapa acquires Triplex

Hamburg-based manufacturer **Hatlapa Marine Equipment** has acquired a majority shareholding in the Norwegian deck machinery company Triplex AS. In doing so Hatlapa's product portfolio of compressors, steering gear and winches has been significantly expanded to include all components of a typical deck machinery package for supply vessels and anchor handlers. With oil and gas exploration and production taking place in deeper and deeper waters

the requirements of support vessels is developing significantly and with it the need for more sophisticated and automated equipment. This is in addition to the growing demands of windfarm support vessels.

"We are now in a position to deliver everything from winches and remote controlled gantry cranes (including Triplex's Multi Deck Handler – MDH) with manipulators, to stern rollers – basically all the deck machinery you need", said Hatlapa's Managing Director Alexander Nürnberg. The Norwegian company is a leading player in the market for anchor handling systems. "Our companies complement each other totally – it's a perfect fit", said Alexander Nürnberg who will be Chairman of the new subsidiary. Triplex AS has 70 employees, based in Averøy near Kristiansund and has an annual turnover of 30 million Euros. In addition Triplex AS has a site in Chile, with 17 employees **Source : Offshore Shipping Online**



The **MOL PRESENCE** seen in the port of Los Angeles – Photo : **Bob Duckson (c)**

Haven van Gent blijft groeien



Overslagcijfers derde kwartaal 2011
De Gentse haven boekte voor het derde kwartaal van 2011 een goederenoverslag van 12,2 miljoen ton oftewel 5,4 % meer dan in het derde kwartaal van 2010. Na 9 maanden behaalde de haven bovendien dit jaar 5,5 % meer overslag dan in 2010. Gent houdt, dankzij de diversificatie in goederen, ruimschoots het elan van het recordjaar 2010 aan, aldus het Havenbedrijf Gent.

The **ADRIATICBORG** seen at the Gent – Terneuzen channel
Photo : Gunther Spruit ©

Voor de eerste drie kwartalen van 2011 realiseerde Gent een totale overslag van 37,7 miljoen ton. Dit is een toename van 2 miljoen ton oftewel 5,5% groei tegenover

dezelfde periode in 2010. Gent boekte voor de eerste 9 maanden van 2011 20,7 miljoen ton goederenoverslag via zeevaart. Net als in 2010 wordt hiermee ook nu in dezelfde periode de grens van 20 miljoen overschreden. De binnenvaart trok zich net over de 17 miljoen ton grens.

In het derde kwartaal boekte de haven van Gent via zeevaart een goederenoverslag van 6,5 miljoen ton, dit is 0,4% meer dan in 2010. De maritieme goederenoverslag gaat in stijgende lijn. De goederenoverslag via de binnenvaart bedraagt tijdens het derde kwartaal van 2011 5,7 miljoen ton of 12% meer dan in 2010. Een groei in de overslag via zeevaart uit zich dan ook in een stijgend volume van de binnenvaart. Gent heeft immers toegang tot het Europese netwerk van binnenwateren, ideaal dus voor de afvoer via de binnenvaart naar het achterland.

De overslag via zeevaart tijdens het derde kwartaal van 2011 boekte dus eenzelfde volume als vorig jaar. Wel vallen er verschuivingen in het soort producten te noteren: terwijl het volume daalde bij de ertsen, kolen en voedingsproducten, steeg het volume evenwaardig bij de petroleumproducten, staalproducten en bouwmaterialen. Het aandeel van de export is gestegen ten opzichte van vorig jaar in het derde kwartaal. Voor de overslag via binnenvaart is er voor alle goederensoorten een stijging te noteren uitgezonderd voor de landbouwproducten. De grootste stijgers zijn de ertsen en metaalresiduen, de bouwmaterialen en de voedingsproducten. De Gentse haven kent als bulkhaven een grote diversiteit in soorten goederen. Ook nu blijkt dit voor Gent een troef te zijn om gestaag te groeien.



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The **SPRING DELI** seen outbound from Rotterdam – Photo : Ria Maat ©

Evergreen splits old intra-Asia HBH loop into two distinct services

TAIWAN's Evergreen, the world's sixth largest container carrier, is reorganising its existing Hua Bei-Hong Kong-Indonesia service (HBI) from mid-October by splitting it into two loops - the Hua Bei-Hong Kong (HBH) Service and the Tanjung Pelepas-Indonesia (PIS) service. Deploying two G-type vessels with an average capacity of 2,868 TEU, the rotation of new weekly HBH service will be Xingang, Dalian, Qingdao, Hong Kong and back to Xingang. For the new PIS service, one 1,164-TEU vessel will be deployed, calling at Tanjung Pelepas, Jakarta, Semarang and back to Tanjung Pelepas. Additionally, the carrier will deploy one 2,864-TEU vessel to join Cheng Lie's China-Philippines-Indonesia (CN1) service. With a total of four ships, three from Cheng Lie and one from Evergreen, the joint CN1 service adds Qingdao-Hong Kong connection and extends coverage to central China and the Philippines with calls at Qingdao, Shanghai, Ningbo, Hong Kong, Manila (N&S), Jakarta, Surabaya, Manila (S), Hong Kong, and back to Qingdao, said the company statement. **Source : Schednet**



The **HARBOUR PIONEER** seen in Ijmuiden – **Photo : Marcel Coster ©**

CMA CGM mulls orders in China

A struggling French line is looking to cash-rich China for a potential series of up to 20 boxships. French line CMA CGM is in talks with Chinese shipyards for a containership order worth close to \$2bn. Market players say the company has turned to China for its newbuilds because of the availability of Chinese financing. CMA CGM is said to be looking to place up to 20 ships of 9,000 teu to 10,000 teu including options.

—CMA CGM is intending to kick off the deal with five firm vessels followed by options of five plus five plus five,|| said a shipbuilding source.

State-owned Jiangnan Changxing Shipyard, which is under the umbrella of China State Shipbuilding Corp (CSSC), and Dalian Shipbuilding Industry Co (DSIC) of China Shipbuilding Industry Corp (CSIC) are said to be in talks with CMA CGM. The Export-Import Bank of China (China Exim Bank) will provide the financing package to the owner. Shipbuilding experts say an order for 20 units of 10,000 teu is set to cost CMA CGM around \$1.9bn in total with each ship priced at about \$95m.

They add that both Jiangnan Changxing and DSIC are able to deliver the newbuildings from 2013. The world's third-largest container carrier is familiar with Jiangnan Changxing, which recently delivered the 8,426-teu CMA CGM Attila and CMA CGM Tancredi (built 2011) to Greek owner Danaos. They are chartered to CMA CGM along with another three that are slated for delivery in the coming months. For Dalian, on the other hand, the move marks a significant step up to build larger containerships. The largest boxships built by Dalian were for Pacific International Line (PIL) at 6,500 teu. CMA CGM refuses to comment on the plan. Some shipping players say they are not surprised by CMA CGM's expansion plan as the company has been actively seeking to book newbuildings for the past six months. —Most of the big liner companies have placed their newbuildings, while CMA CGM has not. It probably feels the need to get some new ships to stay competitive in the business,|| said a boxship player. He adds that CMA CGM's order can only be concluded if the

company manages to get financing from Chinese banks. That may be a significant hurdle, with CMA-CGM still in the process of putting its finances in order. Last November, it received \$500m from Turkish family-owned company Yildirim in return for a 20% stake as it sought to restructure about \$5bn of debt. Yet the falling freight market culminated in a report from Bloomberg Bond Trader, suggesting that CMA CGM still had a 90% chance of defaulting on payment obligations over the next five years. One shipbuilding player says Chinese banks have the money to lend out to shipping companies but they are very stringent and expensive when the borrowers are foreign.


They say shipping companies seeking to take US-dollar loans from Chinese banks must be prepared to pay twice as much as what the traditional shipping banks are charging as the former is charging 300 basis points (bps) to 400 bps over the London interbank offered rate (Libor). On top of that, owners will need to pay out around 2% of the shipbuilding price to Chinese financing agencies such as China Export & Credit Insurance Corp (Sinasure), which acts as —guarantor|| to the loan. One market player says CMA CGM is not looking to South Korea for its newbuildings as yards there are packed and they are not in the position to arrange ship financing.

—The Koreans are already building a number of ships for CMA CGM and they are quite exposed to the company's risk,|| said the market player.

During the market downturn in 2009 and 2010, South Korea's Hanjin Heavy Industries & Construction took a hit when CMA CGM faced cash-flow problems. The yard saw the owner axe orders for 12 boxships — including two ships of 3,600 teu and two of 12,600 teu booked at its Subic Bay facility in the Philippines. In addition, in 2009, Hanjin had to sell one of CMA CGM's 6,500-teu vessels due to late payments — in what was the start of the sale and purchase of a large number of containerships that netted it over \$500m. The result is that CMA CGM's newbuilding programme has massively dwindled and will soon comprise just six newbuildings of 16,000 teu for delivery from Daewoo Shipbuilding & Marine Engineering (DSME) in 2012 and 2013 and from Samsung in 2014. Those ships have been upgraded from an existing order for vessels of between 12,500 teu and 13,850 teu. CMA CGM's decision to now invest in smaller post-panamax vessels suggests it is making a strategic decision to avoid competing head-on with Maersk's Triple-E class of 18,000-teu ships. That puts it into the same league as Gianluigi Aponte's Mediterranean Shipping Co (MSC), which has already committed to taking around 18 ships of 9,000 teu from owners this year, including six from Jiangnan Changxing that are being built for delivery in 2013 for owners Schulte and Costamare. **Source: Tradewinds**



The small Scottish west coast port of Campbeltown now has its own pilot boat to cope with increased traffic levels due to windfarm work and timber exports. The pilot boat **LADYBIRD** once based in Dundee on the other side of Scotland is seen working away in its new home. An ex MOD fuel jetty also in the harbour area is being used to store petroleum products. Tugs used for the tankers berthing here or a local launch were the previous method for the pilot transfer but the "proper" option for a fast safe transfer is now in place. **Photo : Tommy Bryceland, SCOTLAND (c)**



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Above seen the **BEATE OLDENDORFF** approaching Maas Entrance via the "Maasgeul". Piloted by **Hans Hoffmann** and **Carl Kraayveld**. - Photo : **Stephan Grol** ©

Sevan denies new FPSO 'overrun'

Norwegian floater contractor Sevan Marine has refuted media reports of a further cost overrun on the upgrade of its **Sevan Voyageur FPSO**. The debt-laden company, which was rescued from bankruptcy last week by Teekay, was responding to a report in Norwegian newspaper Finansavisen, citing unnamed sources, that the cost of the upgrade had now risen by between \$50 million and \$100 million compared with Sevan's latest estimate of up to \$190 million. The Voyageur is currently being upgraded for work on E.ON Ruhrgas' Huntington field off the UK, where first oil is now expected in the second quarter of 2012 after being pushed back due to Sevan's financial woes. Sevan announced recently that the cost of the upgrade had virtually doubled compared with the original budget of \$90 million. However, it issued a statement on Tuesday highlighting —incorrect fact and firmly denying any additional overruns on the project, adding that new investor Teekay would be financing the remaining cost of the upgrade.

The company further denied reports that final outfitting of the vessel would be carried out at Norway's Nymo yard, stating that it is —currently evaluating the alternatives and no firm decision has yet been made. Investor Jan Sigurd Otterlei has reported Sevan to the Oslo Stock Exchange for providing a lack of information on the overrun at its annual general meeting earlier this year, and a spokeswoman for the bourse said the matter had now been referred to Norway's financial watchdog, according to business wire TDN Finans. Meanwhile, Sevan has secured a contract extension with Centrica for its Sevan Hummingbird floating production, storage and offloading vessel, which is operating on the Chestnut field in the UK sector. The UK operator has exercised an option for a further six-month extension of the charter, taking it to September 2012. It is the third such option to be used under the original fixed contract of 2.5 years from September 2008. The Hummingbird is one of three of Sevan's trademark cylindrical floaters that will be acquired by Teekay after the Canadian shipping giant struck an agreement to save the company last week, the others being the **Voyageur** and **Sevan Piranema**, which is working for Petrobras off Brazil. **Source: Upstream**



Seen departing from the Tyne the tug **CARLO MAGNO** with the barge **H302** loaded with a small module built by McNulty's yard, South Shields. - Photo : Kevin Blair ©

Panama Canal awards Spanish shipbuilder contract for 14 tugs

The Panama Canal Authority has awarded Spanish shipbuilder Astilleros Armon S.A. a \$158.3 million contract for 14 new tugs to increase the current fleet to meet the projected growth of transits on the waterway. The contract was awarded to the company offering the best value proposal. The tender was opened to wide competition with the participation of 20 companies from countries in South America, Europe and Asia.

The contract involves the construction, testing and staggered delivery of 14 tractor-type tugs of 70 tons, the first of which will be received within 600 days of being awarded. The tugs will assist larger vessels transiting the Canal and will expand transit operations, anchoring and other maneuvers in the waterway. The Panama Canal currently has a fleet of 36 tugs to assist more than 14,000 transits every year.

When the Panama Canal expansion is completed, the new Canal will operate with tugboats to assist the transit of ships, unlike the existing canal which uses locomotives. Source : MarineLog



The **STENA HOLLANDICA** seen departing from Hoek van Holland assisted by the **FAIRPLAY I** due to strong winds
Photo : Marijn van Hoorn ©

Maersk: Triple-E will not be a new market standard

At the International Ship Management Business Conference in Copenhagen, head of Maersk Line Vessel Management, Søren Andersen estimated that Maersk's huge Triple-E ship which can accommodate more than 18,000 TEU containers will probably not become a new standard in the market. Will competitors follow with the launch of the big ships?

- Not as I see it. The industry is a very different place than it was just three years ago. Money is not as easy to obtain. If you do not have money for larger investments, you will probably stick to the ships you have, and increase efficiency there. We have the money, network and market share, which justifies the ships of this size here, there's not many others who have that. When you have to have ships of this size into its network, then you have to move other ships around to other services and routes. We have the size and the network to do it, but others do not necessarily have that. So no, I do not think it will be a new industry standard. I do not see many competitors that are able to follow us here, certainly not within the next few years, says Søren Andersen. Source: Euro Investor via Danish Maritime Magazine



The **OLUF MAERSK** seen outbound from Rotterdam – Photo : Harry van den Berg ©

Ensco orders ultra-premium jack-up rig at Keppel FELS

Ensco plc announced that it has ordered a new ultra-premium harsh environment jack-up rig to be built under a fixed-price shipyard construction contract with **Keppel FELS Limited** in Singapore. Including commissioning, systems integration testing and project management, the construction cost is expected to be approximately \$260 million. The shipyard construction price for the rig is approximately \$245 million. Ensco says it negotiated attractive payment terms with 20% due at contract signing and 80% payable upon delivery. The delivery is scheduled for third quarter 2014 and the rig will have the same design as the initial two rigs ordered earlier this year that are scheduled for delivery in 2013.

Senior Vice President John Knowlton stated, "We look forward to delivering three new ultra-premium jack-ups that will set a new standard in harsh environment drilling and further high-grade our premium jack-up fleet. Customers have expressed significant interest in the new rig design that offers unique capabilities and high levels of efficiency. "We expect to realize significant benefits from the uniform design and standardization of these jack-ups as we have with the **ENSCO 8500 Series(R) ultra-deepwater semisubmersibles**. This strategy dramatically streamlines the construction process and provides sizeable economies of scale for daily operations, inventory management and training. Ensco and KFELS have a longstanding relationship and our capital projects team in Singapore will manage the construction of these newbuild jack-ups along with our two remaining **ENSCO 8500 Series rigs**." All three of the newbuild jackup rigs are enhanced versions of the KFELS Super A design capable of operating in water depths up to 400 ft in harsh environment regions such as the Central North Sea. With high-temperature, high-pressure equipment, a state-of-the-art cantilever envelope, 2.5 million pound quad derrick, automated hands-free offline pipe handling

systems, ultra-high capacity jacking and fixation systems, 150 person quarters and strict noise and ergonomic standards, these rigs feature equipment and capabilities previously found only in the largest ultra-harsh environment jack-ups. Ensco says the versatility of the rigs offers unprecedented value through increased drilling efficiencies for the most demanding multi-well platform programs, ultra-deep gas programs and ultra-long reach wells up to 40,000 ft total drilling depth in oil and gas basins throughout the world.

Including this rig, Ensco now has seven newbuild rigs under construction: two drillships, two ultra-deepwater semisubmersibles and three ultra-premium harsh environment jack-ups. Ensco expects these rigs will be delivered on time and on budget, and will generate significant organic revenue growth. Ensco will continue to explore opportunities to further high-grade its fleet through future investments in new equipment. An option for an additional ultra-premium jack-up rig has expired and will not be exercised. Separately, an option for an additional drillship has been extended with Samsung to fourth quarter 2011. **Source : MarineLog**



MSC to raise US to Far East rates US\$100/TEU from November 1

MEDITERRANEAN Shipping Company (MSC) is to raise its export rate for cargo from United States to the Far East with increases of US\$100 per TEU and \$200 per FEU for port-to-port and intermodal at \$150/TEU and \$250/FEU effective November 1, 2011. Reefer cargo will increase to \$200 per TEU and \$300 per FEU for both port-to-port and intermodal shipments. The Geneva-based carrier said: "In the coming months, in anticipation that seasonal tonnage will traditionally increase and therefore there will be a tightening in terms of equipment in the market, MSC wishes to ensure that its clients have sufficient availability." **Source : Schednet**



Spotted in Genoa MT **Rio Genoa** tanking in some bunkers on a sunny Mediterranean October day!

Photo : Daniel van der Zwaan - Janszoon Maritiem ©

Maersk adds Malaysia-Mozambique calls

Denmark's Maersk Line is adding two calls to its Safari 2 Service linking Malaysia's Tanjung Pelepas to Mozambique's port of Beira and Madagascar's Toamasina to the existing call at Maputo, Transport Weekly reports.

The new calls are intended to benefit the mining and agricultural sectors in the region, and are being introduced in response to customer demand, said a Safmarine official. The service, run with its recently absorbed Safmarine unit will add a call at Beira and a second call at Toamasina from mid-October, which will then rotate through Tanjung Pelepas, Port Louis, Port Reunion, Toamasina, Maputo, Beira, Toamasina and return to Tanjung Pelepas. Safmarine said a sixth vessel will be added to the service to accommodate the extra port calls. Five Maersk vessels in the 1,680-TEU range operate the service.

Safmarine Far East-South Africa trade manager Alan Mileham said the line's Beira imports/exports will move to the expanded service, which Safmarine calls Safari 3. "Until now the most eastbound cargo shipped from central and northern Mozambique and neighbouring countries [Zimbabwe, Zambia and Malawi] via Beira has had to move via feeder vessel to Durban, from where it was shipped on the Safari 1 service to the Far East," he said.

"By adding a direct call at Beira and an export Toamasina call on Safari 3, cargo from these regions can now move directly through local ports to the Far East, allowing for quicker access to markets and added convenience for shippers," said Mr Mileham. "We've seen volumes of cargo shipped via Beira grow more than 30 per cent per annum," he said. "The growth can, in part, be largely attributed to the increased demand in the Far East for southern African agricultural produce and minerals, as well as infrastructure and commercial investments in countries such as Zambia."

ComPair Data's research shows the new service is similar in rotation to a loop from Singapore-based carrier PIL. The line's IOM service has a rotation of Singapore, Toamasina, Maputo, Beira, Pasir Gudang and Singapore, though the service is not always regularly offered. **Source : PortNews**

KSS to order LPG/Ammonia carrier

KSS Line of South Korea announced on October 5 that it plans to place a newbuilding order for one LPG/Ammonia carrier, valued at KRW 59bn (\$49.5m). The 35,000-cbm carrier is to be long-term contracted with Mitsui & Co of Japan, with delivery in May 2013. KSS recent investment on this vessel has not been firmed so far, however, it would be decided during a board meeting afterwards. Meanwhile, KSS announced on the same day that it has finalised long-term charterage with Mitsui. A total of KRW 77bn of contract includes five-year chartering of a newbuilding vessel and a existing ship by May 2018 and Mitsui is able to extend five additional years by its consign rights. **Source: Asiasis**

OLDIE – FROM THE SHOEBOX



PELAGOS was built at **Harland & Wolff** in 1901 as the **ATHENIC** for Shaw Savill & Albion's service from London to Wellington, NZ. Bought in 1928 by the Norwegian Hvalfangerslsk Pelagos A/S, who converted the vessel to a whale factory ship. She was captured by the raider **PENGUIN** in 1941, subsequently sunk at Kirkenes in 1944, raised and rebuilt, **PELAGOS** continued whaling until scrapped in 1961! **Photo: Robert Pabst (c)**

.... PHOTO OF THE DAY



Coal fired steam tug [Hercules](#) (1915) making her way back to her homeport of Schiedam after visiting the Furieade festival last Sunday. [Photo : Hans Hoffmann \(c\)](#)

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