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News reports received from readers and Internet News articles copied from various news sites.

The SMIT MANZANILLO (ex Smit Ilfe-Ilfe) arrived under the TOS flag in Willemstad (Curacao) – Photo : Kees Bustraan ©

Due to working abroad the newsclippings may reach you irregularly

EVENTS, INCIDENTS & OPERATIONS

ITC's **TYPHOON** seen passing the Schulpengat near Den Helder
Photo : FLYING FOCUS luchtfotografie - www.flyingfocus.nl (c)

HARVEY GULF SIGNS CONTRACTS TO BUILDFIRST U. S. FLAGGED LNG-POWERED VESSELS

Harvey Gulf International Marine became the first U.S. vessel operator to contract for construction of vessels capable of operating exclusively on natural gas. The agreement is for two, 302' X 64', Dual Fuel Offshore Supply Vessels, with an option for a third. The contract was signed with Trinity Offshore, which will build the vessels at their Gulfport, MS shipyard. In addition to being powered by cleaner burning natural gas, the vessels will achieve "ENVIRO+, Green

Passport" Certification by the American Bureau of Shipping. The requirements for this certification include, among others, that the vessels be continuously manned with a certified Environmental Officer, be completely constructed with

certified environmentally friendly materials, and have advanced alarms for fuel tanks and containment systems. Along with Harvey Gulf's other vessels under construction, they will be the first OSV's to achieve this certification, making them the most environmental friendly OSV's in Gulf of Mexico. Harvey Gulf CEO Shane J. Guidry announced the signing: "Today Harvey Gulf continues its commitment to environmental protection by becoming the first to build U.S. a flagged vessel that can run entirely on nature gas. These vessels will meet the highest emissions standards that exist today and even higher standards that haven't been created yet. We recognize the strong stance on environmental protection by the administration in the wake of the oil spill and are doing our part to respond to it and provide our customers support for their environmental commitments. We hope the government will recognize these achievements and put people back to work in the Gulf of Mexico." John Dane III, Trinity's President and CEO, stated "This project is a significant step for our re-entry into the Deepwater Support Vessel sector and will employ 300 workers at its peak during the next 30 months." Founded in 1955, Harvey Gulf International Marine is a marine transportation company that specializes in towing drilling rigs and providing offshore supply and multi-purpose support vessels for deepwater operations in the U.S. Gulf of Mexico. For more information on Harvey Gulf, please visit www.harveygulf.com . Trinity Offshore, LLC, founded in July 2003, is a builder of patrol vessels, tug boats, oil spill response vessels, inland and offshore barges as well as oil field support vessels.

The **NORMANDIE EXPRESS** seen departing from Cherbourg **– Photo : Jakob-Jan Bijlsma ©**

Baltic week of action commences Monday

The latest ITF maritime week of action commences on Monday in Baltic Sea ports. It will run from 10 to 14 October, and follows on from recent similar actions in East Asia, India and Sri Lanka. Joint seafarer/docker union/ITF teams will visit ships in Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Norway, Russia, Sweden and the Netherlands to check conditions and pay onboard.

The main coordinating office for the event will be in Stockholm, from where Annica Barning, ITF coordinator in Sweden, said: "A major theme of the week is union organising and how it can help seafarers. Our aim is to work alongside our docker and seafarer union colleagues to visit as many ships as possible."

Above seen a very fine example of navigating at very close quarters showing the Indonesian container vessel **MULTI EXPRESS** in the Java Sea – **Photo : Capt. Jan Berghuis ©**

ITF alleges cheating of crew wages for ship docked at Liverpool

The ITF is alleging that the German operator of the 8,971GT Gibraltar-flagged container vessel **Philipp** (previously known as the **Beluga Meditation**) has been caught operating a double book-keeping system on the vessel in order to cheat the Filipino crew of their rightful wages.

The alleged scam was discovered by ITF/Nautilus union inspector Tommy Molloy during a routine inspection of the vessel in Liverpool. "We often suspect double book-keeping is being operated on vessels we inspect", said Molloy, "but it is unusual to get both sets of accounts – the fake accounts showing what the crew should be getting paid, and the real accounts which show they actually get paid approximately a third of what they should. I was also able to get hold of home allotment records – showing wages paid into banks – which were much less than those shown on the fake accounts. The amount of wages the crew had been cheated of was over USD230,000.00." Confronted with the evidence, both Vega Friedrich Dauber GMBH & Co KG and its subsidiary, Vega Manila Crewmanagement Inc, had no option but to admit to the discrepancy, and agreed to make payment in Liverpool on 4th October.

"Mr Vicente Fedelicio of Vega Crewing in the Philippines arrived on the vessel the night before," Molloy continued. "In our opinion, the only reason for his presence was to intimidate the crew into handing their money back once we had left the vessel. He did not want us to know he was on the vessel the night before and both he and Captain Meyn of Vega Reederei strenuously denied he had been on board before the morning of the 4th October, even though we had seen their names in the visitors' book when we boarded. Later, when leaving the vessel after payment had been made we noted that the relevant page from the visitors' book had been ripped out."

Captain Meyn of Vega Reederei signed a formal letter of indemnity stating that no action would be taken against any of the crew by the company or any of its associates and that no attempt would be made to induce the crew to return the wages recovered. But Tommy Molloy was concerned that the crew were being threatened, and hours later he decided to return to the vessel. He asked the Port Police to accompany him in order to check on the welfare of the crew. "When we arrived back on board it became immediately apparent that the company had taken back the wages they had so recently paid out. The company did not deny they had the wages back but insisted the crew had returned the money voluntarily. When questioned all but two of the fifteen crew, some barely able to speak and all with heads bowed, staring at the floor, stated they had voluntarily returned their wages as they did not want them! The same crew had been delighted to receive their wages only hours earlier.

"In my opinion, a high level of threat and intimidation has been levelled at the crew. I explained to Captain Meyn and Mr Fedelicio that an employer has a duty to ensure that the employee is paid in accordance with their contracts of employment and if they are offered the wages back by the employee as a 'gift' any decent employer would refuse and would insist his employee take the wages they are rightfully entitled to. But clearly, being decent seems to form no part of their agenda." "We will follow-up in subsequent ports in order to check on the welfare of the two crew members who courageously decided to hold on to their recovered wages." Tommy Molloy added: "The Gibraltar registry has been swift to respond to the situation and has said that it is 'appalled at the reports' and will investigate fully to establish whether any action by them is necessary. They clearly do not want to be associated with behaviour of the type that we believe has taken place in this case.

"We have advised the charterers of the situation and we will be contacting various supermarkets who are likely customers for the fresh food produce carried, in order to discuss their corporate responsibility policies. Fair trade should also extend to the workers who actually transport the goods from one place to another as well as to the growers. We would like to know if such companies are happy to tolerate the kind of abuse we believe we have uncovered here." The ship left Liverpool on 4th October en route for Bilbao and Dublin and is due to return to Liverpool on 11th October.

The **WILSON CORK** seen enroute Amsterdam – **Photo : H.Blomvliet ©**

Above seen the Subsea 7 Jay-lay tower, build by Huisman in 2004. The J-lay tower is on the quay side of the VDS Staal- Machinebouw company near Vlissingen, where it will be refurbished and modified for installation on the M.V. **Borealis** in 2012. - **Photo : Peter Beekenkamp ©**

More damage found on stranded ship.

Province reportedly suing owners of vessel hung up on shoal off Scaterie Island

A vessel grounded off Cape Breton has more damage than earlier thought, says an official with the Canadian Coast Guard. "A visual inspection found additional damage to the hull of the vessel and indications the vessel has moved closer to the shore," Keith Laidlaw, acting superintendent of environmental response for the Maritimes, said in an email Thursday evening.

The coast guard noticed the damage to the **MV Miner** on Thursday morning while flying over the bulk carrier, which has been stranded on a Scatarie Island shoal since Sept. 20. Another assessment will be done once Thursday's storm passes, Laidlaw said. CTV News reported Thursday evening that the province is suing the vessel's owners, saying the salvage efforts could cost $400,000 to $600,000 if the vessel remains intact, or millions if it doesn't.

The province is seeking $5 million for the removal of the vessel, $5 million for the salvage efforts and $5 million for environmental restoration. Also Thursday, the province "arrested" the tugboat **Hellas,** which was towing the 230-metre boat to Turkey on Sept. 20 when the line snapped and the carrier ran aground. Environment Department spokeswoman Karen White said a sheriff served a federal court order, and the province is in talks with the lawyer representing the tug's owners "to protect provincial interests."

Earlier in the day, Premier Darrell Dexter said the province was considering towing **Miner** because of concerns over its potential impact on sensitive fishing grounds. Dexter said provincial officials were talking with federal officials about dealing with the vessel. He added that he doesn't want to jump to the end of the process, but it is possible the province could take on the job.

"You can do a proper salvage, you can do a proper tow, you can do all of those things, and none of them are being ruled out," Dexter said after Thursday morning's cabinet meeting. "It is necessary for us to see that this matter is dealt with in as expeditious a fashion as possible." The premier said it is his understanding there was a problem with the tow company's permits, but he doesn't want the matter to languish. Dexter said local fishermen are worried diesel from the boat could contaminate lobster grounds, especially in the rough weather conditions of Wednesday and Thursday. He said hurting the fishing area would have an impact on the local economy.

"We're doing everything we can at this point to make our point to the federal government that let's deal with this now, and if we have to sort out who pays later on, then we need to do it." Laidlaw said in his email that a salvage company hired by the vessel's owners has already removed about 6,000 litres of marine diesel and another 3,000 litres of "oily waste water" from the **Miner**. "Another estimated 3,000 litres remains aboard. No oil sheening has been observed at the scene." The removal was halted due to poor weather conditions, he said. Greek firm Pella Shipping Co. owns the vessel. **Mammoet Salvage** has been retained to move the ship. Several attempts to pull the vessel from the rocks have already failed. **Source : The Chronicle Herald**

Subsea7's **Acergy Condor** seen backing up towards Bavit spoolbase in Vitória, Brazil to load flexibles.
Photo : Mick Edses – Normand Seven ©

The tug **MSC VICTORY** seen assisting the **NAVIGO** in the Manchester Ship Canal – **Photo : Jacob Versteeg ©**

Medium-range product tankers plagued with high volatility

It's been a rollercoaster year for owners of medium-range (MR) product tankers this year. As London-based shipbroker Gibson noted in a recent report, back in spring of 2011, the transatlantic MR market returned to the glorious days of 2008, with the earnings for UK Continent – US Atlantic Coast (TC2) rising close to $23,000/day in late April/early May. Back then the strength in this market was underpinned by wide arbitrage opportunities, tightening US gasoline stocks, strong US distillate exports and firmer MR markets elsewhere in the West. However, TC2 rates fell back dramatically in the summer as chartering enquiry weakened boosting tonnage availability. MR earnings dropped below $2,000/day in early September, the lowest level for the year. Yet again, over the past two weeks we have witnessed the resurgence in the transatlantic MRs, with freight rates jumping by around 45% between 14th and 28th of September.

Gibson went on to mention that "at first glance the demand side fundamentals do not appear to support these positive developments. Gasoline demand has weakened again, with preliminary estimates for the past four weeks showing a decline of 0.22 million b/d compared to the same period last year. Imports are also weak, averaging just 0.62 million b/d since late August, down by 0.24 million b/d year-on-year. At the same time, gasoline stocks are comfortably above the five year seasonal average, thus putting downwards pressure on imports. However, deeper analysis shows that not everything is so gloomy, with continuing gains in product exports.

Gasoline exports from the US rose sharply over the past year, up from 0.23 million b/d in September 2010 to 0.34-0.4 million b/d this month. Distillate exports remain strong, at 0.81 million b/d over the past four weeks. Overall, these trade flows continue to create additional employment, enabling owners to enhance their earnings through back-haul trade, triangulation or simply greater utilisation due to shorter ballasting" said the shipbroker.

It went on to mention that «it does appear that this latest pick up in the market will not be sustained for long, as for the most part temporary factors played a significant role here (with rates somewhat softening again yesterday). Overall, the latest spike has been supported by tighter tonnage availability caused by the recent displacement of tonnage with some owners opting to remain in the US/Caribbean market or in West Africa instead of ballasting back to North West Europe where earnings were extremely low not so long ago. The supply conditions were also clouded by a degree of uncertainty about the availability of MRs which were lucky enough to secure back haul cargoes to Europe. This coupled with some operational delays lowered tonnage availability, prompting higher competition for existing units. However, unless the market elsewhere in the Atlantic Basin tightens and/or we will see additional enquiry, spot supply/demand conditions for the transatlantic MR market will gradually become more "loose", creating downwards pressure on freight rates. But for now, MR owners in the region are still in the top earners' league" concluded Gibson.

Meanwhile, during this week, Gibson said that "it was a repeat of poor performance for VLCCs in the Middle East Gulf, but this week the salt has been firmly rubbed into Owners' wounds as the Atlantic took a turn for the better, posting rates far and away higher than those available here. If the Atlantic maintains the gain, then some will go bounty hunting, and that may lead to some re-balancing in the medium term. Rates, for now, remain in the very low WS 40's East and down to WS 32.5 for the West. Suezmaxes started slowly, but picked up some pace by the weeks end, and rates to the East pushed towards 130,000 by WS 85, though West levels remained at around WS 50 with plenty of keen players remaining for that direction. Same as, same as, for aframaxes with only slack interest keeping rates pegged at 80,000 by WS 95 for Singapore, and little early change anticipated.

West Africa suezmax drums started to beat in earnest, as Owners initially took heart from better news in the Mediterranean, and then wallowed in a glut of concentrated enquiry that allowed for rates to spike above 130,000 by WS 90 for all options, with WS 100 threatened for European destinations. VLCCs on those positions then enjoyed more co-load attention, and tight availability allowed the market to rise to 260,000 by WS 65 for US Gulf, with over WS 50 now called for Eastern movements. Eventually, ballasters from the soggy Middle East will dilute the scene, but for now things should hold" Gibson concluded. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

The **HC DALIA** seen enroute Rotterdam – **Photo : Ria Maat ©**

CASUALTY REPORTING

A grounded **REPUBBLICA ARGENTINA** on Saturday morning in the Pass of Bath. - **Photo : Adri de Schipper (c)**

SHIPYARD NEWS

At the Damen shipyard in Galati the Damen Combi freighter build under yard number 1216 was launched, the vessel will be completed at the Damen yard in Bergum – **Photo's Huib Lievense ©**

Above seen the Chemikalien Seetransport's 73,869 Dwt Crude Oil Tanker "**LONDON STAR**" (229 x 32 m) docking at **Cernaval Shipyard** in Algeciras port. **Photo : Enrique Pérez ©**

Chinese holidays bring newbuilding ordering to a halt

With China due to celebrate its upcoming National Day with a week long holiday, the yards are effectively closed until the second full week of October said Clarksons in a recent report. "With this in mind we expect the newbuilding market to continue to remain relatively subdued, especially with the ongoing story over the state of pricing in the Chinese Market effectively having to be put on hold.

This story however will remain a key component in shaping how the newbuilding market progresses over the remainder of the year. On their return, the Chinese yards will still have to face the challenge of an oversupplied market. As they look to secure their forward production lines they will face tough decisions over how far they are able to move their pricing in an effort to achieve this and as a result expect to continue to see a period of competitive pricing, at least in the short term, from here. Aside from China, the recent troubles of the Global economic market have perhaps generated a somewhat surprising stimulus to the fortunes of Korea. With uncertainty in the global markets continuing, there has been depreciation in the value of the Korean Won against the Dollar by approx 10% over the past month. This depreciation may allow for the yards to push on their pricing to a small degree and help the yards to continue their excellent performance in the newbuilding markets as witnessed through the majority of the year thus far" concluded Clarksons.

In a separate report on newbuilding ordering activity, Piraeus-based shipbroker Golden Destiny mentioned that after the newbuilding spree of the past week, this week saw the ordering of just two aframax tankers by ExxonMobil. "The vessels will be built in America, which explains the price tag (it has been commented that the price the vessels have been ordered for is three times higher) comparable to what similar tankers would cost in non US market. The letter of intent for the Exxonmobil order was first disclosed in July. As IHS Fairplay reports, the contract signing is significant because the ships will be the first crude tankers built in America in half a decade. The last time the US yard built crude tankers was the four 185,000dwt BP ships order at San Diego's NASSCO, which were delivered in 2004-2006 for the Alaska -US west coast trade. In general, the new building trends are still favoring the LNG and offshore investments, while there is still new building interest for post panamax container ships. Some rumors circulated this week for a Greek player, Alpha Tankers & Freighters, converting orders for two capesize bulk carrier units into a first LNG carrier of about 160,000 cu/m for delivery in April 2015, with an option for one more unit. In the main sectors, bulk carriers and tankers, smaller size units seem to be more flexible new building types of investment under the current market status. At similar week in 2010, when 35 fresh orders had been reported, the new building momentum was intense for bulk carriers and tankers by grasping equally the 45.7% share respectively of the total ordering activity, whereas no fresh activity had been reported in the LNG and container segments" said Golden Destiny. Moving on to the demolition market, the shipbroker's report said that "the momentum remains positive towards more scrapping activity till the end of the year with scrap prices being still at firm levels, whereas some signs of downward revision have been witnessed during the last days. India is now paying $505/ldt for dry and $525/ldt for wet cargo, while Bangladesh ship recycling industry is in uncertainty with deadline extension approaching to an end on October 12th. Despite there is some optimism from Bangladesh that yards will remain open after the end of the extension, a recent death at a domestic scrap yard threatens the future of the industry. In the Indian subcontinent region, the price gap between Pakistan and India has now narrowed and Gadani scrap buyers seem to be more aggressive to pick up new scrapping tonnage. In China, even though a dropdown has been noticed this week in the scrap prices offered for the dry cargo, down by $15/ldt, there are some owners that managed to conclude deals at levels xs $450/ldt. The week ended with18 vessels reported to have been headed to the scrap yards of total deadweight 1,077,730 tons. In terms of the reported number of transactions, the demolition activity is down by just 5% from last week's levels, while there has been a 35.8% decrease in terms of the total deadweight sent for scrap. At a similar week in 2010, demolition activity was standing at 72.2% lower levels than current week levels, in terms of the reported number of transactions, when 5 vessels had been reported for scrap of total deadweight 115,620 tons with 2 tanker units and 1 bulk carrier heading to the scrap yards. India and Pakistan were offering $410 -$435/ldt for dry/general cargo and $440-$465/ldt for wet cargo, while Bangladesh market was inactive" concluded Golden Destiny.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

Above seen the **EGS Pioneer**, on the slip at Grimsby Fish Dock having maintenance work completed.
Photo : Pete Elsom, Ship Support Limited ©

5 Subic shipyard workers killed in accident

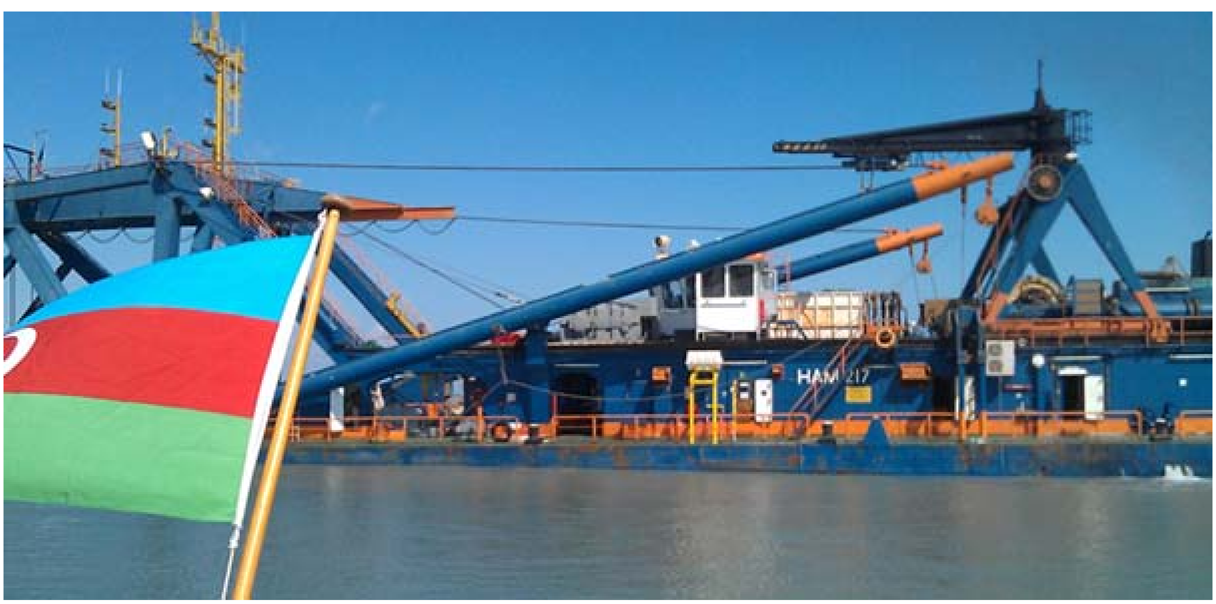
Five shipyard workers were killed in an accident at the Keppel Subic Shipyard in Subic, Zambales on Friday morning. Speaking to ANC's Dateline Philippines, Subic, Zambales Mayor Jeffrey Khonghun said an elevated ramp gave way and fell on 11 shipyard workers, killing 5. Eight others were injured. Khonghun said he talked to the Keppel vice-president for safety who "couldn't believe they would have an accident with fatalities." He said a Philippine Economic Zone Authority report earlier said the company has a high standard on safety. The mayor said he expects the company to give proper compensation to the workers involved in the accident. "Because it happened inside the shipyard, they are responsible for those involved in the accident," he said. He said the security guards had initially prevented police from entering the shipyard. A Keppel

Philippines top official said the company is taking full responsibility for the accident. Keppel has temporarily halted operations in the area and vowed to compensate the victims' families. Mok Kim Whang, president of Keppel Subic Shipyard, said no one wants the accident to happen.He added that Keppel Philippines has top-notch safety standards. He said it was the biggest accident experienced by Keppel Philippines since it started operating in the country in 1975. Keppel declined to give a statement on how the accident happened. The company said it will wait for the results of an investigation launched by its safety department. Khonghun, meanwhile, said the local government may file a case against those responsible for the accident.- **Source : ABS-CBN News; ANC**

ROUTE, PORTS & SERVICES

Hanko-Paldiski freight ferry line opens on October 30

Estonian shipping company Navirail is expected to launch freight ferry service between the ports of Hanko (Finland) and Paldiski (Estonia) on October 30, 2011, Yle reports. Navirail's RoPax ferry will be transporting cargo on the route five days a week and carrying passengers 3 days a week



After almost 10 years of service with van Oord Electrician **Nico Vos** is leaving the company to start his own business as freelancer. His last turn was on board **Ham217** in Azerbijan, he took this picture looking back when leaving, and saw the dredger getting smaller Quickly; a nice view. To all collegae's: Thanks for the good times we had! hope to see you again! **Nivoteq** will be available for maritime electric services and solutions in the future.

Maersk Line likely to cut 2011 guidance–analysts

Danish shipping and oil group A.P. Moller-Maersk is likely to cut 2011 guidance for its container business Maersk Line on the back of falling freight rates, analysts said. Maersk had already cut its forecast for the container shipping business in August due to the global slowdown and rate pressures, and said it expected a "modest positive result" for the division in 2011.
But the lack of any upturn in the market since then could force the company to trim its outlook again. "Spot rates and lack of consensus about what should happen to rates make it hard to imagine that they will rebound markedly in the fourth quarter," Nykredit senior equity analyst Ricky Rasmussen said.
"And when the market will likely have lower volumes than in the third quarter, Maersk Line could have problems with this guidance," Rasmussen said. The global shipping industry, which tends to mirror macroeconomic trends, lost billions of dollars in 2009, rebounded in 2010, but this year has been hit by a renewed growth slowdown and increased uncertainty. Rasmussen said an August-September peak season surcharge had been factored into Maersk's expectation of a 'modestly positive' result for the container shipping division in 2011. "But I doubt it has been possible to achieve that on the most important routes when you look at the current capacity level," Rasmussen said.
"The way I see it, there will be an outlook adjustment for Maersk Line in the Q3 report," said Sydbank senior analyst Jacob Pedersen.

Analysts said Maersk Line had refused to take vessels out of the China-Europe trade lane despite weakness in the market, which could be an attempt to muscle smaller competitors out of that trade. "When Maersk Line says that, it is the first official signal that they are taking a more aggressive approach to keep and win market shares, and by doing so they will keep freight rates down," Jyske Bank analyst Martin Bo Hansen said. While that might harm all market operators in the short term, it would benefit the players that would survive the consolidation of the industry which would necessarily follow a period of poor results, Hansen said. For the group as a whole, A.P. Moller-Maersk has forecast a full-year 2011 result lower than 2010 when it made a net profit of 28.2 billion Danish crowns ($5.02 billion).
Sydbank's analyst Pedersen said he did not expect Maersk's share price to be significantly affected if the company were to cut its outlook. "The stock has been falling like a stone along with many other shipping and industry stocks this year, so it is definitely factored into the price that they are heading for a difficult time," Pedersen said. Shares in A.P. Moller-Maersk have lost 36.5 percent of its value so far this year, from 50,510 Danish crowns on December 30 2010, to 33,30 crowns at 1056 GMT on Thursday. A.P. Moller-Maersk, whose Maersk Line is the world's biggest container shipping company, is scheduled to report third-quarter results on Nov. 9. A Maersk Line spokesman declined to comment. **Source: Reuters**

The **TRANS CARRIER** seen enroute the Ijmuiden locks – **Photo : Simon Wolf (c)**

World's first purpose-built lightering support vessel joins AET

Cementing its leadership position in the US Gulf lightering sector, international petroleum tanker owner-operator AET has accepted delivery of the world's first purpose-built lightering support vessel (LSV). The new craft, designed by Elliott Bay Design Group of Seattle and built by Leevac Industries in Louisiana was formally named at AET Offshore Service's headquarters in Galveston, Texas on Thursday (6 October 2011). The vessel, named **AET Innovator**, is designed and built to streamline ship-to-ship transfers in the US Gulf and is the first of four sister craft to be built and delivered into the AET Offshore fleet, replacing older tonnage. Leading the project for AET, General Manager of AET Offshore, Bill Merritt said: "Lightering has been conducted in the US Gulf since the 1980s but, until now, support has been provided by converted offshore supply vessels. Three years ago, AET decided to introduce a major improvement to the industry and began work on a new fleet of specialty lightering support vessels. These new ships provide a more stable and effective working platform for our lightering crews and are more maneuverable and able to handle less favourable weather conditions.

This means that our lightering operations will become safer, more efficient and more flexible – which is good for our crews and good for our customers. It also means that we can provide a more comfortable life for our teams who spend 28 days onboard during a normal shift."

The LSVs measure 185' x 46' x 15' and estimated lightship weight is 1,670 tonnes. For improved manoeuvrability and speed, each new boat is fitted with a Schottel STT 170 bowthruster, powered by a Caterpillar C-18 engine.

The LSVs are designed to be easily built and easily operated, featuring less piping, ballast and cargo tankage, and with the incorporation of high-lift rudders to improve steering. The vessel's bow design features minimal flare and an inward-canted side shell (tumblehome) to optimise close-quarter manoeuvring and for ease and safety when working close-aboard tankers offshore. The LSVs are designed to carry more hoses and fenders and can stay out at sea longer. The vessels feature improved crew accommodation and have the ability to carry additional supplies. Presiding over the naming ceremony for AET Innovator, AET President & CEO, Hor Weng Yew said "AET began its lightering operations in the US Gulf in the early 1990s and, today, we are proud to occupy a market leading position. We take our responsibilities extremely seriously and strive to provide the safest and most efficient lightering activities possible. That is why we took the decision to invest in this new fleet of purpose-built support vessels. They represent a step-change in how lightering is conducted in this region and will further our aim of delivering high quality, safe transfers with minimal impact on the natural environment" In addition to the naming ceremony, a new 7,600 square feet shore facility was commissioned providing offices, training facilities, workshops and storage for the AET Offshore operation in Galveston. The new building and support vessels represent AET's renewed commitment to the US Gulf lightering industry and also to the local community. AET Offshore continues to increase its workforce and currently employs around 125 people, the majority of whom hail from the Galveston and Houston area. **Source: AET Tanker**

The **FLEVOGRACHT** seen outbound from Port Phillip –
Photo : Andrew Mackinnon – www.aquamanships.com ©

ADNOC's shipping arm completes 15-vessel acquisition

Abu Dhabi National Tanker Company and National Gas Shipping Company Ltd, the shipping arm of the ADNOC have completed the acquisition of 15-vessels by taking the delivery of its last oil tanker. The 105,000 tonne deadweight **M.T. Liwa-V**, an oil tanker, was delivered on September 30, at HHI shipyard in South Korea. It is expected to load her first cargo from the Far East, on her maiden vaoyage in laden condition.
M.T. Liwa-V and its sister ship **M.V. Abu Dhabi-III**, which was delivered in July, are the largest new build oil tankers delivered to Abu Dhabi National Tanker Company or ADNATCO and National Gas Shipping Company Ltd or NGSCO. Delivery of **M.T. Liwa-V** marks the last of this series of new vessels and denotes the successful completion of this project, which started with the first delivery of **M.V. Shah,** bulk carrier, on October 26, 2010," said Ali Obaid Al Yabhouni, General Manager, ADNATCO & NGSCO. "The major expansion of the fleet reflects the growing strategic importance attached by ADNOC and its group of companies in owning and operating their own ships and extending the energy transport to the entire hydrocarbon value chain," he added. "All our vessels have been employed from the day they were delivered," said Al Yabhouni. With the completion of the new ships, ADNATCO & NGSCO turns into a major regional shipping company with a total fleet of 30 ships including eight LNG carriers and 22 ships varying between bulk carriers, crude and products tankers and container vessels. As the shipping arm of ADNOC, both companies own and operate a fleet of carriers for transporting LNG, petroleum products and sulfur as well as Ro-Ro, container and bulk cargo ships. It transports polyethylene produced by ADNOC's petrochemicals subsidiary Borouge from its plant in Ruwais to global markets, **Source: Khaleej Times.**

ABN-AMRO AMBASSADORS CUP 2011

The UK registered 1997 built **RENATE P,** seen leaving Valletta, Malta. - **Photo : Mario Schembri (c)**

Container ship charter rates plummet

Container ship charter rates are in free fall as ocean carriers cut back on hired tonnage amid plunging freight rates, rising overcapacity and sluggish cargo growth on key trade routes, the Journal of Commerce reports. The market retreat has turned into a rout with the average daily rate for a gearless standard 4,250 20-foot equivalent container unit ship on a two-year charter falling to $14,750 from $16,046 at the end of last week, according to the Hamburg Shipbrokers Association.

This is just half the $28,603 a day this size of ship was earning at the end of March, following a four-month rally driven by carriers seeking extra capacity amid buoyant cargo demand ahead of the peak shipping season. Rates started to retreat in April as the outlook for carriers darkened and the selloff has accelerated following a weak peak shipping season, with Panamax vessels taking the biggest hit. The average daily rate for a 3,500-TEU gearless ship has dropped to $11,900 from $13,500 in August and $19,000 in June, and is now below the 2010 average of $13,250, according to Clarksons. This is still almost twice the $6,575 average through the 2009 slump but is far adrift from the $29,958 earnings peak in 2007. Rates are falling across all ship sizes, depressing the HSA's ConTex index by 20 points in three days to 488 compared with 561 a month ago and 1,000 at its launch Oct. 2, 2007. The average rates mask deals done at much lower levels in recent days as owners accept short-term fixtures rather than lay up their ships. Mediterranean Shipping, one of the biggest charterers, reportedly fixed three 5,000 TEUs for six months at around $8,500 a day, less than rates for 2,500-3,000 TEU vessels. Five months ago, 5,000 TEU ships were fetching over $30,000. Rates are expected to drift further downward in the immediate future as carriers have largely fixed their capacity requirements for the fourth quarter, leaving over 20 5,000 TEU charter vessels looking for work. Most ships are still in employment despite deteriorating market conditions, however, with only 2.2 percent of the carrier-owned and charter fleet idled, according to Alphaliner, a container market analyst. **Source : PortNews**

CMA CGM denies contemplating $2 bln China ship orders

The **CMA CGM LEO** seen enroute Rotterdam - **Photo : Kees Torn ©**

Responding to information circulating today, CMA CGM Group states that it has no short term plans to either purchase or long-term charter-in any vessels. The Group has a modern fleet of 408 ships, of which 92 are owned, that enable it to meet the current needs of its customers and provide them with end-to-end service around the world.
In today's economic environment, CMA CGM's priorities are to reduce its debt and to strengthen its financial position.
Looking beyond 2013 and in line with its long-term commitment to driving continuous improvement in fleet efficiency, the Group is looking at various charter projects with a number of shipyards and financial partners. While CMA CGM will pursue these non-binding discussions over the next few months, it has no intention to reach an agreement in the near future. **Source: CMA CGM**

DryShips open to sell drilling unit Ocean Rig

DryShips Inc could look at selling its majority-owned Ocean Rig oil drilling unit, and will delay an initial public offering of its tanker business, Chief Operating Officer Pankaj Khanna told Reuters on Thursday, Reuters reports. Khanna also said DryShips had settled all lease payment issues with dry bulk vessel charterer China COSCO Holdings and does not mind doing business with them in the future.

Above the **Stolt Jade** seen approaching the locks in Antwerp. A beautiful lady in her mid 20's.
Photo : Capt. Bernard Teheux ©

Bulgaria to build ports at Caspian sea

Bulgarian companies to participate in the construction of ports, shipyards and dockyards at Caspian Sea, including for oil-tankers and tankers for compressed natural gas - this issue was discussed by Bulgarian Minister of Economy, Energy and Tourism Traycho Traykov and Kazakhstan Minister of Energy and Mineral Resources Sauat Mynbayev during their meeting in Astana, Standart News reports. Kazakhstan is considering Bulgaria as a serious partner in regard of the country's plans to increase the export of oil and gas by 2020, the president of Kazakhstan's National Oil-gas Company KazMunayGas Kairgeldy Kabyldin stated before Minister Traykov. He pointed out that this might be realized by transit via Caspian Sea, Black Sea and Bulgaria. For Bulgaria gas deliveries via Black Sea are important possibility to diversify the sources and the routes, Traycho Traykov said. **Source : PortNews**

The **SMIT VENTA** (ex SMIT DOMINICA) seen outbound from Rotterdam under the TOS flag bound for Brazil
Photo : Frans Sanderse ©

Cruise numbers down from 2010

22 fewer ships visited Victoria this year

Holland America's **Oosterdam** sailed away from Ogden Point last Wednesday afternoon, marking the end of a cruise season that delivered more than 200 ship visits and 439,500 passengers.

Poor weather stymied five calls over the season, resulting in a total of 206 visits by vessels travelling to and from Alaska. The passenger count was down slightly from the previous year's 441,300 on 228 ship calls, said Curtis Grad, CEO of the Greater Victoria Harbour Authority. Grad noted that more passengers chose to walk into downtown from the terminal in James Bay, rather than taking a bus or another type of transportation.

"It's not a precise number, but we think somewhere between 12 to 15 per cent of passengers use the pedestrian mode to get downtown," he said. "I think some of it is the demographic is changing a little bit. You are seeing a slightly younger passenger on average."

This winter, Grad is planning to work with the James Bay community and the City of Victoria to look at ways to further encourage walking and consider mapping out alternate pedestrian routes.

The amount of traffic, especially buses, generated by each cruise ship arrival is a long-standing sore point in James Bay, where residents complain of noise and emissions. Another goal is to see more tourism options offered to visitors, Grad said, adding that younger passengers may be more attracted to activities such as ziplines.

Ogden Point marked its four millionth cruise ship passenger in August, reflecting the growth of the industry in Victoria over the last few decades. Grad said cruise ship visits have a positive impact, but wouldn't venture into an evaluation of how the economy is affected because there are different ideas on how best to measure it. As for 2012, Grad expects the number of cruise ship visits will be similar to the past couple of years, with passenger numbers rising in the future.

The Alaska cruise ship market is "still very strong," Grad said, adding the Alaska route is on a "bucket-list" for many.

Despite the current unsettled economic climate, Grad figures the Alaskan route will continue to appeal to U.S. tourists who want to travel close to home. The harbour authority is investigating ways to increase business at Ogden Point, such as boat storage and clean marine technology. "It is really important to have some year-round activity," he said.

The harbour authority has hired a consultant to examine whether it is feasible to introduce shore power for ships docking at Ogden Point. Shore power has been developed at other ports and it allows vessels to turn off their own power and shut off engines while in port, thus reducing emissions.

The study is expected to be finished in mid-July. Work is also continuing on a master plan for Ogden Point. Grad is also watching the impact from the expansion of the Panama Canal, which will allow larger vessels to use it, to see whether bigger cruise ships will be brought up to the Alaska route. **Source : Times Colonist**

Singapore's PIL seeks capital, to buy back, delist Pacific Shipping Trust

SINGAPORE's first shipping trust, **Pacific Shipping Trust** (PST), may be delisted if its holding company, Pacific International Lines Pte Ltd (PIL), is successful in its proposal. The Singapore-based carrier must secure 75 per cent of the trust set up to allow retail investors an opportunity to finance shipowning, at nearly US$200 million to ensure it is delisted from the Singapore Exchange, Tradewinds reports. PIL currently holds 60 per cent. Lacklustre share performance of the trust has led PIL to make PST a private company. It has offered a 14.7 per cent premium on the current price.

PST is the first business trust listed on the SGX-ST. It provides structured financing solutions to all sectors of the shipping industry including containerships, bulk carriers, and multi-purpose vessels, thereby generating visible and stable cashflow stream through long-term charters, said the report. **Source : Schednet**

Herman Senior to build 2 new shoalbusters

Herman Senior b.v ordered 2 newbuild shoalbusters from **Damen Hardinxveld**, in addition to the 3 workboats the company owns already 1 new shoalbuster 2509 will be added to the fleet and the other will replace the current shoaldbuster 2308 "**Baloe**". The 2509 is a new type of shoalbuster and will be between the 2308 and 2609 with bollard pull around 25 ton she will be a nice middle class vessel to fulfill the needs in the current market.

The first hull will arrive in December 2011 at Damen Hardinxveld, this will be the 2308 type "**Baloe**". She will become available for charter around may 2012. The second hull 2509 will arrive around may/june 2012 at Damen Hardinxveld and will be completed around november/december 2012 and will be available for charter by then as well.

From both of the 2 newbuild vessels a blog will be made and kept up to date every 2 weeks with news about the newbuilding complete with pictures and a small story for people who want to follow the progress of building.

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…. PHOTO OF THE DAY …..

Above seen the **Maersk Promoter** seen in King Bay Supply Base (Dampier – Australia), with thanks to Capt. **Niels Faurby** for the hospitality onboard - **Photo : Leen Moerman ©**