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The GLUECKSBURG seen inbound at the Fraser river October 9th - Photo : Robert Etchell (c)

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UPDATE ARRIVAL OF THE ALPHONSE LETZER

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Above seen the 2005 built MHL flag yacht **SERAFIMA** entering Grand Harbour, Malta bound to Grand Harbour Marina on Sunday 2nd October, 2011. Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com ©

Ten Filipino seafarers home after pirate abduction

Ten Filipino seafarers abducted by pirates in the Gulf of Oman were reunited with their families in the Philippines Saturday after spending more than six months in captivity. The Filipinos were welcomed by their families at the Ninoy Aquino International Airport on Saturday, Philippine Department of Foreign Affairs spokesman Raul Hernandez said. They were part of the 19 Philippine nationals who comprised the crew of the Panamanian-flagged, Greek-owned **MV Dover**. Aside from the Filipinos also released were three Romanians and a Russian who served in the ship. The remaining Filipino crew of the **MV Dover** are expected to arrive in the Philippines in the coming days. Radio reports said that the **MV Dover**, a bulk carrier, was boarded by pirates last February 28 as it was travelling in the Gulf of Oman, 260 nautical miles North East of Salalah in the North Arabian Sea. The pirates had commandeered the vessel and took it to Somalia where the captors demanded ransom for the release of the ship and its crewmen. According to the Somalia Report website, the **MV Dover** and its crewmen were released after payment of \$3.8 million ransom. Aside from the **MV Dover**, the pirates, who are believed to be from Somalia, were holding seven Danish seized from a yacht sailing nearby. The report said the Danish hostages, five of whom are family members on a world tour at the time they were captured, were also freed upon payment of ransom. The arrival of Filipino seaman from the **MV Dover** came a week after Filipino crewmen of a Cyprus-flagged and owned container vessel fought off an attempt by pirates from Somalia to seize their vessel, the **MV Pacific Express**. The **Pacific Express** vessel with 25 Filipinos and one Ukrainian crewmember, successfully repelled a piracy attack last September 20. Tens of thousands of Filipinos serve in

the international merchant fleet. Their numbers are such that their chances of being victimized in pirate attacks are bigger compared to other seafaring nationalities. For this reason, the Philippine government had undertaken measures to minimize the exposure of Filipino seafarers to piracy attacks, including making arrangements with ship principals and manning agencies for vessels to travel along a safety corridor and to adopt best management practices as deterrence to piracy. The Philippines is a member of the intergovernmental Contact Group on Piracy off the Coast of Somalia. **Source: Gulf News**



The **MSC BANU** seen enroute Rotterdam – **Photo : Ria Maat ©**

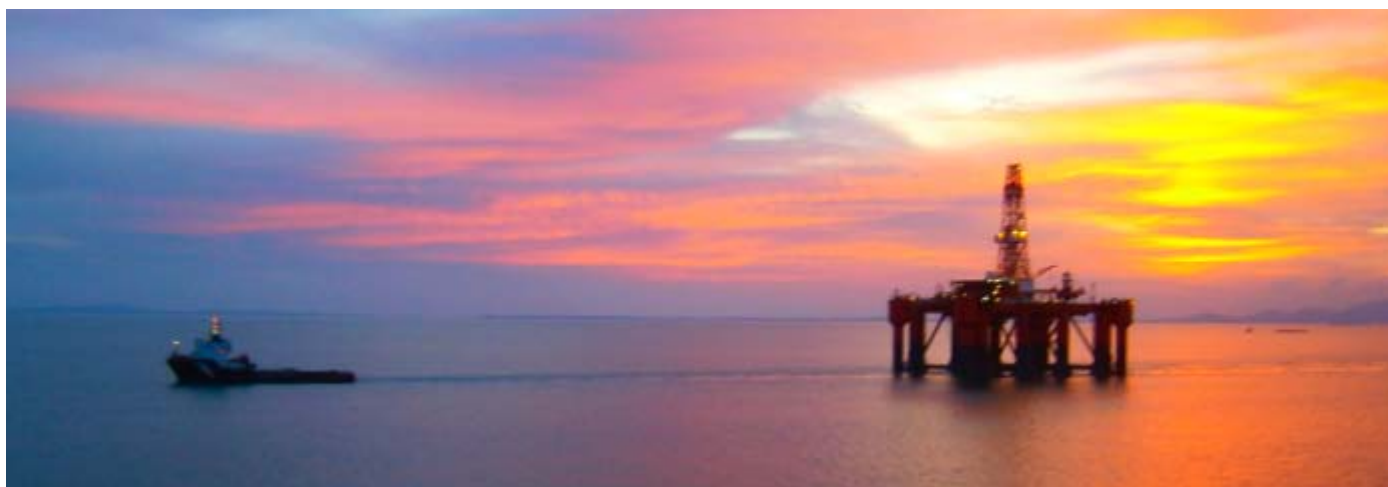


The Chinese TSHD **TONG XU** seen in the Singapore Straits – **Photo : Piet Sinke ©**

SNP under fire over tug debate

The Scotland Office has accused the SNP of "irresponsible scaremongering" over criticism of a decision to withdraw funding for two emergency tugs. The contract for the emergency towing vehicles in the Western Isles and Shetland expired earlier this month. The UK Government has promised to provide limited funding to extend their use, but only for an interim period of up to three months.

WWF Scotland director Dr Richard Dixon said Government "penny pinching is putting lives and our environment at risk", and has called for the tugs to be retained. SNP transport spokesman Angus MacNeil MP echoed Dr Dixon's comments, claiming the withdrawal would add to the dangers faced at sea. However, a Scotland Office spokesman said these claims ignore repeated assurances that it would be possible to spot-purchase a suitable vessel should an incident occur. He said: "Mr MacNeil can rest-assured the Scotland Office is working closely with the Maritime and Coastguard Agency on the issues of cover and safety in general. The funding for interim cover will be provided by the UK Government and the contract process is under way. That couldn't be clearer and there is no need for irresponsible scaremongering as a result. "He continues to misunderstand the difference between search and rescue vessel and an ETV service and the nature of the contract process. The UK Government is taking forward its negotiations urgently but carefully and with due process to get the best deal for the interim cover." "Mr MacNeil had repeatedly claimed that there is no cover for ETVs despite the UK Government making clear it would be possible to spot purchase a vessel in the case of an incident while it is in the process of securing an interim contract. "He has also conflated the work of search and rescue vessels and emergency towing vessels in his press releases. That is the irresponsible scaremongering to which we're referring." **Source** The Press Association.



The AHTS **LADY AUDREY** seen towing the rig **Wild Cat** in the eastbound traffic lane off Singapore
Photo : Martijn van der Bent (bloemkool) ©

"Sapphire-II" sails towards Svalbard again

The Russian trawler is released after it got a fine of NOK 450.000 (€57.604) for last week's dumping of fish in the fishery protection zone near Svalbard. "**Sapphire II**" was arrested on September 28 by the Norwegian coast guard and towed to the port of Tromsø in northern Norway. The trawler was released on Thursday after the after the vessels owner presented a bank-guarantee for the fines.

The Norwegian Ambassador to Moscow last Friday received an official note of protest from the Russian Foreign Ministry after "**Sapphire II**" was arrested. The Foreign Ministry demanded an immediate release of the vessel. The captain and the owner company got a fine of NOK 50.000 (€6.400) and NOK 100.000 (€12.800) respectively while the damage done was estimated to be NOK 300.000 (€38.400), reports Itar-Tass that has interviewed Andrey Zaika, head of the Fishing Cooperation in Arkhangelsk. A representative of the company says to Rossiskaya Gazeta that they intend to appeal the fines when the case will come up for a Norwegian court. Itar-Tass reports that the "**Sapphire II**" is now on its way towards the waters around Svalbard to continue fishing. **Source : BarentsObserver**



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The Z-tech 6500 Class Tug **PACORA** of 5.844 BHP and a GT of 359 built at the Cheoy Lee Shipyard Hong Kong, departed Hong Kong October 6th for a delivery voyage under management of **Redwise Maritime Services B.V.** via Honolulu Hawaii to Balboa on the Pacific side of the Panama Canal.

No fuel on shore near MV Miner

An inspection of a section of Cape Breton shoreline Saturday didn't find any fuel or oil residue from a grounded bulk carrier. And provincial and federal government officials don't think there'll be any environmental impact to the beach on Scatarie Island from petroleum-based products. A salvage company has been hired to drain any remaining oily water from the **MV Miner**. That operation could begin this weekend.

The **MV Miner** is a 230-metre long vessel that used to carry cargo on the Great Lakes. The tugboat Hellas was towing the ship to Turkey to be scrapped when a tow line broke on Sept. 20. The bulk carrier went aground on a shoal at Scatarie Island, off the northeastern tip of Cape Breton. The province had the tug placed under arrest Thursday as part of a federal court claim against the tug's owners to recover the potential millions in removal and cleanup costs,

which could add up to \$24 million if the ship breaks up. If the Miner stays intact, it should cost about \$400,000 to \$600,000 to deal with it. **Source :** [TheChronicleHerald](#)



Above seen 1964 built MOL flag ferry **AZZURRA** leaving Qasr Ahmed Port, Misurata, Libya with injured people on 22nd May, 2011. **Photo :** [Cpt. Lawrence Dalli](#) - [www.maltashipphotos.com](#) ©

Missing Nigerian vessel found in Ghanaian shipyard

A motor tanker vessel, MT **KEMEPADE**, reported missing from the Lagos anchorage on September 28 has been found in a shipyard at Tema Harbour in Ghana with the International Maritime Organisation, IMO, number removed. The vessel, which was reported missing by the owner, had one sailor on board at the time of the incident. The management of the Nigerian Maritime Administration and Safety Agency, NIMASA, had requested ships in the area to report sighting of the ship. In addition to deploying Automatic Identification Tracking System, AIS, the agency collaborated with neighbouring countries such as Togo, Liberia and Benin through their Maritime Rescue Coordination Centres, MRCCs, to enhance the search operation. Five days later, the vessel was found in the shipyard at Tema Harbour in Ghana with IMO number erased. **Source :** [PortNews](#)



Above seen the **Capri Cement** departing Melbourne 8-10-2011.
Photo : [Andrew Mackinnon](#) – [www.aquamanships.com](#) ©



Two cargo ships attacked in Mekong river, 11 Chinese killed

China's Foreign Ministry confirmed Sunday that 11 Chinese were killed and two remain missing after their boats were attacked in the Mekong River four days ago, Xinhua reports. Two cargo ships, the Hua Ping and Yu Xing 8, were attacked in the golden triangle area of the Mekong River on Oct. 5, the ministry said in a statement on its website.

Among the six Chinese on the Hua Ping, five were found dead and one was missing. Among the seven Chinese on the Yu Xing 8, six were killed and one was missing, according to the statement. The ministry said it has asked Chinese embassy in Thailand and consulate general in Chiang Mai to investigate the incident immediately and spare no efforts to search for the missing. It has also asked "relevant countries" to take effective measures to improve the protection of Chinese ships and sailors in the Mekong River, according to the statement. The ministry said leaders of the Communist Party of China Central Committee and the State Council are paying close attention to the matter. The ministry urged the "relevant countries" to immediately look into the incident, determine the truth and bring the criminals to justice as soon as possible. Chinese diplomats in Chiang Mai have arrived at the site to investigate. The Chinese embassy in Thailand is having close contact with the Thai side to get further information, according to the statement. **Source : PortNews**



The **RAMFORM VIKING** seen moored in Bergen – **Photo : Sergey Alymov, SEVEN PACIFIC ©**

SCI told to shelve expansion plans

On the back of poor results for two consecutive quarters the shipping ministry has asked state-owned Shipping Corporation of India (SCI) to scrap plans to expand its fleet, diversify into shipbuilding and operate ports. Shipping minister GK Vasan has told company to operate with the existing fleet and focus on its core business of operating ships and not purchase new vessels, according to the local Financial Express. The minister has also asked the firm to exercise caution on forging new joint ventures. SCI has a JV with state-owned steel maker Steel Authority of India for handling

the latter's coal imports, among several other jvs. Expecting greater business opportunity in Southeast Asia and Africa, the shipping line was considering joint ventures with firms in Indonesia and South Africa. **Source : Seatrade Asia**



The **ALLIANCE** seen at the river Tyne – **Photo : Kevin Blair (c)**

NAVY NEWS



The **FAIRPARTNER** loaded in Brest the former French submarine **QUESSANT** bound for Malaysia where the submarine will be displayed in a Museum – **Photo : Jacques Carney ©**

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Azmat Class Fast Attack Craft for the Pakistan Navy

The Pakistan Navy is slated to receive its first Azmat Class Fast Attack Craft (FAC) from China in within 6 months. These boats are not to be confused with the older Azmat class which are less than half the tonnage and are significantly less capable ships. The **Azmat class** will be the first stealth FACs in the Subcontinent. They will be superior in every way to the Indian Navy counterparts. To date however, only two such ships have been ordered. A follow on order for two more are also likely.

Of the two boats ordered, one is being built in China and another is being built in Pakistan. These boats are well-armed although somewhat lacking in air defense, a typical problem with smaller boats of this type. The ships are designed to have both a defensive and offensive capability. Herein lies the advantage of these boats - with many Indian ports within 200 miles of Pakistan, the Azmat Class's 500 nautical mile range and 110 mile C-802 range makes these boats an effective threat along with her traditional defensive coastal role. The ship is further equipped with a modern networked C4I system that will be a force multiplier in terms of network-centric warfare, utilizing the sensors of other ships, aircraft and PN assets.

The PLAN Type 022 Houbei Class

A question is often asked why the PN did not by the Type 022 Houbei Class FACs. While these boats are faster and stealthy, they have significantly less range and are also more dependent on external guidance and sensors. Their hull design is also not as suited for poor weather conditions at sea. These imply that they would be less effective for the Pakistan Navy. The Type 022 are also significantly smaller boats. In comparison, the 022 pursues closely the Soviet doctrine of missile boats which also require large numbers. In comparison, the Azmat Class is closer to an OPV (Offshore Petrol Vehicle) suitable for a wide variety of roles as an OPV and a missile boat. In fact, this author speculates that they may later even utilize ship-launched UAVs.

One notable characteristic of the **Azmat Class** is that it uses nearly half the crew for a similar sized / category ship. This shows how advanced automation has reached Chinese naval development and will significantly lower the cost of operating these boats. They also would lower the casualty count in case of war.



The **Azmat Class** is considered slower than some contemporary missile boats, although of similar speed to Corvettes and OPVs. The length of the ship in relation to the bow wave creates an optimal speed when the latter is nearly the same length as the former. At this speed the drag is lower, giving the ship greater endurance. 30 knots is thus a compromise and an ideal "sweet spot" for a ship that is 60 meters in length. Further, this represents only open source information and it may be the ship can run faster when needed at wartime.



The CIWS for the ship remains a mystery. It is believed that this is represented by two 25mm automated guns. The author's unqualified and non-technical wish is to have a more effective CIWS, perhaps the 10 barreled CIWS recently shown on China's new aircraft carrier, the Shi-Lang. The author admits that this may be wishful thinking considering the size of the Azmat Class. However, if the traditional main gun is seen as dispensable, such a CIWS may serve in the "A" position up front. At \$50 million, the Azmat Class is a moderately priced ship that is well-balanced in her traits and able to play multiple roles, a quality rare for her class. The ship provides both stealth and automation that breaks new

standards. Capable of both defensive and offensive operations, the **Azmat class** will play a small but important role in the Pakistan Navy. Source : [grandestrategy](#)

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Daewoo eyes \$1.1 bln submarine deal with Indonesia by Nov

Daewoo Shipbuilding & Engineering said on Monday that it aimed to seal a \$1.1 billion agreement with the Indonesian government by November to build three submarines. The South Korean shipbuilder said in a statement that this would mark the first exports of submarines from the country. "We have launched talks to sign a submarine contract with Indonesia's defense ministry and marine," Daewoo said in a statement. Source : [reuters](#)

Iran Dispatches Home-Made Destroyer to Far-Off Seas

Iranian Navy dispatched the 16th flotilla of its warships, including **Jamaran**, to the Northern Indian Ocean after the 15th flotilla, comprising Alvand and Bushehr destroyers, came back home earlier today. Iran's first home-made

destroyer, *Jamaran*, was launched in late February 2010. The Mowdge Class vessel has a displacement of around 14,000 tons and is equipped with modern radars and electronic warfare capabilities and is armed with a variety of anti-ship, surface-to-surface and surface-to-air missiles. *Jamaran* is also equipped with different kinds of weapons, including a powerful and smart missile named 'Nour' (light). Last month, the Iranian Navy mounted a very highly advanced radar on *Jamaran*. According to Iranian commanders, "*Jamaran* has been equipped with a kind of radar that is among the highly advanced ones in the world".

Deputy Commander of the Iranian Navy for Research and Self-sufficiency Jihad Capitan Mansour Maqsoodlou told reporters in September that "the new radar system mounted on *Jamaran* is a semi-conductor radar with Fuzzy arranged flat antennas (flat slotted array antennas)". The Iranian Navy has been conducting anti-piracy patrols in the Gulf of Aden since November 2008, when Somali raiders hijacked the Iranian-chartered cargo ship, *MV Delight*, off the coast of Yemen. According to UN Security Council resolutions, different countries can send their warships to the Gulf of Aden and coastal waters of Somalia against the pirates and even with prior notice to Somali government enter the territorial waters of that country in pursuit of Somali sea pirates. The Gulf of Aden - which links the Indian Ocean with the Suez Canal and the Mediterranean Sea - is an important energy corridor, particularly because Persian Gulf oil is shipped to the West through the Suez Canal. **Source : Farsnews**

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The Dutch pilot speed tender *PIONEER* seen departing from the port of Hoek van Holland - **Photo : Kees Torn ©**

NASSCO to fit out LPD ship

General Dynamics NASSCO, San Diego, CA, was recently awarded a \$37.38 million cost-plus-fee contract by the U.S. Navy for the fitting-out availability of San Antonio Class amphibious assault dock ship *USS San Diego (LPD 22)*.

Specific efforts include program management, planning, engineering, design, liaison, scheduling, labor and procurement of incidental material. This contract includes options which, if exercised, would bring the cumulative value of this contract to \$134.47 million. The **USS San Diego** is being built by Huntington Ingalls in Pascagoula, MS. The 684 ft x 105 ft ship will transport and land elements of a landing force for a variety of expeditionary warfare missions. The **USS San Diego** recently completed sea trials on the Gulf Coast. Work under this contract will be performed in San Diego, and is expected to be completed by December 2014 **Source : MarineLog**

Pipavav Shipyard gains on Mazagon Dock JV nod report

Shares of Pipavav Defence are up on back of media reports that the defence ministry has absolved state-owned Mazagon Dock of any wrongdoing in selecting Pipavav as its partner, dealers said. India's defence ministry had earlier decided to put on hold a joint venture between the state-run Mazagon Dock and the private sector shipbuilder after reports of lack of transparency in the deal. However, JV likely to take off only when the ministry puts in place new rules for JVs, the Economic Times report said. At 12:55 p.m. shares of Pipavav Defence were at Rs 84.8, up 6.2 percent. **Source : indiatimes**

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The **MARGRIT RICKMERS** seen passing the Singapore straits – **Photo : Piet Sinke (c)**

Lerwick pressing ahead with new facilities

The continuing development of facilities and services at Lerwick Harbour in Scotland is reinforcing and evolving the port's role in supporting the offshore oil and gas industry across its range of operations. Highlights of 2011 to date include: more land reclaimed; additional laydown created; construction of another deep-water quay underway; development of a deep-water decommissioning facility progressing; further deepening of quays; increased traffic, with more, larger vessels handled, and a disposal contract mobilised.

"The value of a proactive approach and past investment by Lerwick Port Authority and third parties has been demonstrated... and it is vital that this strategy continues to meet changing requirements and new opportunities," said Sandra Laurenson, Chief Executive of the Port Authority, which continues to market the harbour to the offshore industry, including through membership of Decom North Sea.

Due for completion around the turn of the year, the latest significant expansion of Lerwick Harbour's already extensive deep-water infrastructure will further enhance facilities servicing the offshore oil and gas industry. The Port Authority's £5.2 million reclamation-and-construction project is creating 100m of berthing at the south end of Greenhead Base to support a range of operations. Along with the deepening of two existing berths, the project will extend continuous berthing with nine metres' water at the Base to 345m.

"We're seeing increasing numbers of large offshore construction and diving support vessels using Lerwick," explained Captain Calum Grains, the Port Authority's Harbourmaster. "By enhancing the ability to handle these ships though extending berthing with 9m of water depth, adding another heavy lift pad and complementing existing laydown areas, the new quay will improve services for current operators and help generate further traffic." **Source : Dredging News Online**



The **HAM 317** seen outbound from IJmuiden – **Photo : H. Blomvliet (c)**

India's SCI chooses Port of Salalah as trans-shipment hub

The **Shipping Corporation of India (SCI)**, India's biggest shipping line, has commenced operations from the Port of Salalah, further underscoring the maritime gateway's reputation as the regional trans-shipment hub of choice for an increasing number of global carriers. SCI is the latest addition to a growing list of prominent main liners that have decided to use Salalah as a hub port in the region. They include Maersk Line, Mediterranean Shipping Company (MSC), APL, CMA-CGM and MOL among others.

Just recently, Port of Salalah announced the maiden call of a giant container ship operated by Company Sud Americana de Vapores (CSAV), marking the start of trans-shipment services from Salalah by the Chile-based global shipping line. Commenting on SCI's Salalah operations, Peter Ford, (pictured) Chief Executive Officer of Port of Salalah, said: "It's another feather in our cap. Clearly, SCI is a valued customer that connects us to a massive market – India."

SCI operates a diverse fleet of around 83 ships with an aggregate tonnage of 4.6 million DWT. The Mumbai-headquartered shipping company, which is wholly owned by the Indian government, has interests in various segments of the shipping trade, including container vessels, bulk carriers, crude oil tankers, product tankers, passenger vessels, chemical carriers, LPG/ammonia carriers and Offshore Supply Vessels.

Port of Salalah has already snagged some of the world's biggest shipping lines, including the first, second and fourth ranked global carriers — an accomplishment that attests to the strategic geographic appeal of the trans-shipment hub. According to Ford, discussions are under way with other carriers in hopes of drawing them to Salalah. "There's a host of others we are talking to, and will be talking to, see if our value proposition can save them money, and create more opportunities for investors and for Omani businesses to connect to the world. One of those areas for opportunity is this effort we doing with Oman Shipping Company (OSC) — to start a common feeder service out of Salalah which will be key to attracting other shipping lines."

Along with the goal of attracting more shipping lines and cargo volumes to the trans-shipment hub, the port management is also keenly focused on promoting Salalah as a manufacturing and distribution base. The objective, says Ford, is to encourage investors to capitalise on Salalah's excellent connectivity and access to regional and global markets, thereby contributing to local employment generation and socio-economic development, and inevitably, more domestic cargo business for Port of Salalah. In fact, SCI's decision to choose Salalah as its regional hub holds significant promise in this regard, according to the CEO. "India is a significantly sized market. I think the growth potential is here, but the question is really how much will the local market use (this potential) versus just the trans-shipment aspect. The trans-shipment cargo is all well and good, but we're very interested in how these connections generate business for Oman and for Omani businesses." Trans-shipment containers currently account for 98 per cent of cargo throughput recorded at Salalah Port's Container Terminal, which peaked at 3.5 million TEUs last year. The balance two per cent is linked to volumes generated by local industries and businesses — a figure that Ford is eager to see rise gradually over the years. "We are optimistic about the future. The trans-shipment part of our business is always going to be our bread and butter. But where the strategy for the Port of Salalah has to be is in the transition from the current 2 per cent of the local business to 10, 15 or 20 per cent. It will never be 50:50, simply because we have a massive volume already. We do 3.5 million TEUs a year. For us to achieve 1.75 million TEUs from Salalah is just not achievable in the foreseeable future. But what I can see in the foreseeable future is an increase to 10 per cent. So, 350,000 or 400,000 or 500,000 TEUs is entirely doable with a successful free zone and with a good product serving the Muscat market, the Yemen market through the Mazyouna Free Trade Zone, and hopefully the Saudi market if they build a road." **Source: Omanet**



Above seen the Dutch-flag coaster **PRUDENCE** approaching the Humber Bridge on passage from Rotterdam to Flixborough. The effect of wind over tide in this area is known locally as the Hessel Whelps.

Photo : Simon Smith (c)



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The **KERGI** seen outbound from IJmuiden locks – Photo : [H.Blomvliet](#) ©

NYK Receives New Ore Carrier

Frontier Lodestar, a new 180,000 DWT class ore carrier built by Imabari Shipbuilding Group's Koyo Dockyard Co. Ltd, was delivered to NYK. **Frontier Lodestar** will be chartered to Tata NYK Shipping Pte. Ltd from NYK under a long-term contract, and is expected to transport 1.4 million tons of ore and coal annually for Tata Steel UK. The naming and delivery ceremony was attended by Ronald Peter Jackson, former chartering manager at Tata Steel UK Ltd; Rajiv Mukerji, managing director of Tata NYK Shipping Pte Ltd; and Kazuo Ogasawara, corporate officer at NYK. Tata NYK Shipping is a joint venture established in 2007 by NYK and India's Tata Steel Ltd. The venture transports materials to and from India mainly for the Tata Group. **Source: JCN**



Dockwise **BLACK MARLIN** seen anchored off Singapore – Photo : Piet Sinke (c)

DFDS achieve new record on Klaipeda-Karlshamn route

DFDS Lisco, in September, transported 80,681 lane metres of cargo on the Klaipeda to Karlshamn route, which is a new record. The 80,681 lane meters are a 12 percent increase on September last year and the largest cargo volume ever in a single month.

"The increase in trade was followed by an increase in capacity on the route by 12 percent when we switched from the **Lisco Patria** over to the higher capacity chartered vessel **Stena Feronia** in early May this year," says Route Director Alexei Slipenciuk., DFDS Lisco. "We are also happy to get Lisco Opima back from the Kiel-Klaipeda route. Kiel-Karlshamn is now serviced by similar ships, **Lisco Optima** and **Liverpool Seaways** and that will help us continually improve our service standards," says Alexei Slipenciuk. Source: DFDS Update



The Newly arrived **OSX1** Passing off of Rio de Janeiro
Photo : Stephen Smith, 2/M, DPO Noble Phoenix (c)

Better dredging planned for Gloucester

This is Gloucester reports that better dredging is on the way to Gloucester Docks in the UK, to the delight of campaigners. After fears the future of the historic area was in jeopardy, British Waterways has pledged to safeguard it.

Traders, residents and other stakeholders have been told a cut in silt levels is on the way and consistent dredging will be maintained, despite the group becoming a charity next year. It comes after the launch of The Citizen's Save Our Docks campaign, which has seen more than 300 readers write in to say they want it protected. Dredging is essentially the cleaning of the waterways to allow vessels to pass through. Tommi Neilsen, who runs a shipyard at the Docks, said: "It is good news, we appreciate all the efforts British Waterways is making."

Councillor Pam Tracey (Con, Westgate), who represents the area, also welcomed the development, she said: "This is great news, the assurances are very welcome indeed as this has been a big worry. "Having the Docks neglected is a bit like doing up your hair but ignoring your feet – it's no good regenerating the rest of the area if the waterways are not dealt with." Waterways manager Nick Worthington, from British Waterways, said there had been a deterioration in the effectiveness of the dredging. "This year we have had an acute problem with very, very shallow levels and large quantities of silt being pumped in," he said.

Mr Worthington said the organisation would be "pulling out all the stops" to prevent problems from being repeated, and pledged to provide a better, not worse service. He said: "We are in discussion with our dredging contractor and with various stakeholders in Gloucester Docks as to the effectiveness of the dredging. We do need to look at the silt intake and look at a way of reducing the amount of silt coming in." He made the pledge at a meeting of the South Wales and Severn Waterway Autumn User Forum for Gloucestershire. **Source : Dredging News Online**



The **SIEM MARLIN** seen alongside the **PACIFIC BORA** in the background is seen the **C-Endeavor** and the **Agbami FPSO** all operating in the Agbami Offshore field in Nigeria. - **Photo : Robin de Gijzel**

Shanghai records 8.5% higher box volumes in September

The Chinese port of Shanghai moved 8.5% more containers in September over the same period last year, but throughput dipped month-on-month, Seatrade Asia reports. The world's largest container port registered 2.76m teu of container traffic last month, up from 2.54m teu in September 2010, according to statistics from Shanghai International Port (Group). Container volumes, however, declined 1.8% compared to 2.81m teu recorded in August. In the first eight months of this year, Shanghai handled 23.76m teu of containers, up from 21.64m teu in the corresponding period of 2010. **Source : PortNews**



The **HORIZON** seen arriving in Cape Town – Photo : Aad Noorland (c)

Charged up suezmax tanker rates fan hopes for rally

Rents for suezmax tankers rose to the highest level since March 28, stoking optimism that a broader rally may lift global fleet earnings above breakeven levels. Tightness in market: While average rates for suezmaxes, each able to haul 1 million barrels of crude, gained 15 per cent to US\$28,805 a day, Aframax tankers (above) - that haul 600,000 barrels rose 2.4 per cent to US\$39,510 a day, the highest level since March 3. Average rates for suezmaxes, each able to haul 1 million barrels of crude, gained 15 per cent to US\$28,805 a day, according to the Baltic Exchange, a London-based provider of shipping costs. They more than doubled this week.

Aframax tankers that haul 600,000 barrels rose 2.4 per cent to US\$39,510 a day, the highest level since March 3, data from shipbroker Galbraith's showed. That's up from US\$4,810 on Sept 30.

Lengthening delays to navigate the Turkish Straits are holding up tankers, curbing availability in the Mediterranean and Black seas and raising rents, London-based shipbroker Braemar Shipping Services Ltd said in an e-mailed report on Friday. Hire costs tripled this week for some ships, prompting optimism about a winter rally in rates, Peter Evensen, chief executive officer of Teekay Corp, the largest US-listed tanker company, said in an interview Oct 6.

'That kind of quick jump tells you that the market can be tight and that demand and supply are not that far away from each other,' Mr Evensen said on the sidelines of a conference in London. The tanker fleet is expanding more quickly than demand for seaborne crude oil imports and won't return to balance until 2013, Oslo-based investment bank RS Platou forecast this week. It estimated 2011 earnings will be as much as 57 per cent lower than 2010 for three classes of crude tankers, at or below US\$16,000 a day. Operating costs excluding fuel for aframax are US\$8,359 a day, rising to US\$10,670 for the largest supertankers, according to London-based accountant Moore Stephens International.

Finance expenses add an extra US\$9,128 a day to that amount for an aframax and US\$16,932 for a supertanker, ICAP Shipping Ltd. data show. There are 570 supertankers, 440 suezmaxes and 904 aframax carrying seaborne crude, estimated at 37.5 million barrels a day in 2011, according to data compiled by Clarkson Research Services Ltd, a unit of the world's largest shipbroker.

Port authorities began limiting some container ships with hazardous cargoes to daylight navigation of the straits as of Sept 30, with waiting times doubling to as much as four days, Ilkay Ergul, an Istanbul-based spokesman for Turkish shipping agency Mastership Agency Services, said by e-mail Oct 5.

Hire costs for supertankers on the industry's benchmark route to Japan from the Persian Gulf slipped 0.4 per cent to 41.41 Worldscale points as daily returns strengthened to minus US\$5,551 a day, according to the exchange.

Negative returns indicate that charter payments don't cover the full cost of running vessels, including fuel costs. Returns have been negative since Aug 26, data show. **Source : Bloomberg**



The **NAVI BALTIC** seen departing Cuxhaven Photo : [skeyes](http://skeyes.com) - www.skeyesphoto.com ©

EOC'S LEWEK EMAS ACHIEVES FIRST OIL IN VIETNAM'S CHIM SAO FIELD

The **Lewek EMAS**, the latest and largest floating production, storage and offloading vessel co-owned by EOC Limited has successfully achieved first oil in Vietnam's Chim Sao field on 10 October 2011. This milestone marks the commencement of the vessel's US\$1 billion charter contract with Premier Oil Vietnam Offshore B.V.. Revenue from this contract is expected to contribute positively to the Group's stream of recurrent earnings from 1Q FY2012. The contract, which was one of a handful of FPSO contracts awarded globally in 2009, comprises a primary term of six years, with six renewable one-year extension options. EOC, one of Asia's leading providers of offshore construction and production services to the oil and gas sector, has a 41.7% stake in the **Lewek EMAS**.

Mr Lim Kwee Keong, EOC's Chief Executive Officer, said: "The safe execution of this project and the commencement of production by the Lewek Emas further establishes EOC's credentials as a reliable provider and operator of FPSOs. We remain committed to delivering even greater levels of service and to further consolidate our commendable track-record of safe operations with reputable counterparties" **Lewek EMAS**, which underwent conversion in Singapore's Keppel Shipyard from a 168,000 deadweight tonne Suezmax oil tanker, has a storage capacity of about 660,000 barrels of oil and can produce up to 50,000 barrels of oil per day. Her day-to-day Operations and Maintenance, during the contract period, is being undertaken by PVTrans Emas Company Limited, a newly-incorporated Vietnamese Joint Venture company owned by PetroVietnam Transportation Corporation and EOC Limited.



The **TRITON STORK** seen outbound from Amsterdam - Photo : Marcel Coster ©

.... PHOTO OF THE DAY



Seen in the port of Ostend the Belgium pilot SWATH **WESTDIEP** - Photo : Stan Muller ©

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