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**Iskes ARION seen in action in the port of IJmuiden – Photo : Erwin Willemse (c)**

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## EVENTS, INCIDENTS & OPERATIONS

### OCEANWIDE SAFETY AT SEA



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

## \$16bn piracy issue back on maritime agenda

Global attacks on ships rose to an all-time high of 266, during the first six months of 2011 up from 196 in 2010 according to the International Maritime Bureau (IMB). More than 117 ships were attacked and 20 seized, by pirates off the coast of Somalia alone since January 1, 2011, holding 28 ships and 518 hostages for ransom as of the end of April 2011.

- Money and Ships conference to review current situation after global attacks hit all-time high of 266 for the first half of 2011- problem costs industry up to \$16bn annually These issues are to be raised and reviewed by industry experts at Middle East Money and Ships conference, which takes place at the Address Hotel in Dubai Marina on 16 October 2011. According to a report last year by the Council on Foreign Relations, there is no quantitative research available on the total cost of global piracy. Estimates vary widely because of disagreement over whether insurance premiums, freight rates, and the cost of reroutings should be included with, for instance, the cost of ransoms. Some analysts suggest the cost is close to \$1bn a year, while others claim losses could be as high as \$16bn. "The difference of opinion arises because some experts prefer to add the actual cost of the ransoms to insurance premiums, freight rates and the cost of re-routing vessels, while others only account for operating expenses. However all operators are looking

for cost savings, especially during these trying economic times and any amount of billion's is an added cost that ship owners and operators can do without," said Chris Hayman, Seatrade, the organisers of Middle East Money and Ships. According to IMB's Piracy Reporting Center, in 2008, 47 of the 49 successful hijackings globally occurred off the coast of Somalia, although violent attacks against crew members were far more prevalent off the coast of Nigeria than anywhere else in the world. In 2009 hijackings off Somalia increased to 49 despite fewer ships and a increased naval military presence, while incidents elsewhere in the world including Indonesia actually declined. "This highlights that with the use of 'mother ships' pirates are now venturing out many hundreds of miles from the east African coastline. This makes it very difficult to predict where pirates might strike and therefore increasingly difficult for naval military to protect cargo vessels. So clearly this is an issue that is not going to go away and needs to be addressed," added Hayman.

The conference programme is split into four sessions, starting with a ship owners' panel, debating the expansion of the Middle Eastern fleet and a financiers' panel which will discuss the challenges convincing the finance sector to invest in shipping. In the afternoon, additional sessions dedicated to trading patterns and infrastructure development and regulatory, technical and of course marine insurance issues will be addressed. A line-up of top industry professionals will be speaking this year including; Shri Sabyasachi Hajara, Chairman & Managing Director, The Shipping Corporation of India Ltd; Sean Bond, Director Environmental Solutions ABS; Jorn Hinge, President & CEO, United Arab Shipping Company; Marcus Machin, Director, Tufton Oceanic (Middle East) Ltd and Ahmed Hareb Al Falahi, CEO Gulf Energy Maritime.

Other top industry speakers include Oliver Ebner, Senior Manager, Global Project & Structured Finance, National Bank of Abu Dhabi; Rizwan Shah, Managing Director & Leader, Capital Projects Advisory Middle East, Deloitte Corporate Finance Ltd; Dr Demos Petropoulos, Head of Shipping, SFS Group Public Company Ltd; Denis Petropoulos, Executive Director, Braemar Seascope, Max R. Zaccar, Chairman Commercial Insurance and Special Envoy to the Middle East for the International Union of Maritime Insurance (IUMI) and Juan Felipe Pitty, Senior Partner, Pitty Legal Bureau, Panama Alice G. Vaidyan, Deputy General Manager, General Insurance Corporation of India; Dr Priyath Wickrama, Chairman, Sri Lanka Ports Authority; Mohamed Sherine El Naggar, Chairman, A.K. Naggar Group; Knut Mathiassen, Head of Ship Finance - MENA, Standard Chartered Bank plc; Hari Krishna, Assocaite, Clyde & Co Middle East region and Jasamin Fichte, Managing Partner, Fichte & Co. **Source: Middle East Money and Ships**



The **FEDERAL MATAWA** seen at the Westerscheldt River –**Photo : Willem Kruit (c)**

## **Explosives-laden barge refloated after grounding in Rosario Strait**

A container barge carrying thousands of pounds of Navy munitions was refloated after it ran aground five miles southwest of Anacortes, Wash., in the Rosario Strait, on Monday.





The mishap occurred about 5:20 a.m. when the 322-foot barge **St. Elias**, being towed by the 101-foot tugboat **Henry Brusco**, ran aground on Belle Rock. The hull of the **St. Elias**, was inspected by contracted divers from Global Diving & Salvage, who located a 10-foot by 10-foot hole in the forward starboard hold. The hole had a minor effect on stability of the vessel and draft readings indicated an insignificant change to the barge's trim.

The barge is carrying thousands of pounds of explosives. The cargo remained stable throughout the incident. The Department of Ecology confirmed that a fuel tank on the barge's deck had been emptied and contained only residual fuel.

Sector Puget Sound received a towing plan from Foss Maritime, who is in close coordination with the barge's owner, Samson Tug & Barge, based in Sitka, Alaska. After thorough review, the plan was approved. The tug **Delta Lindsey** took the **St. Elias** in side tow to Indian Island, with the undamaged stern forward. The tug **Henry Brusco** assisted with the tow escort, along with the 87-foot Coast Guard Cutter **Swordfish**, from Port Angeles, Wash. **St. Elias** is currently moored at Indian Island.



The new TSHD **BREUGHEL** seen passing Maassluis outbound for seatrails – Photo : Ria Maat (c)

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## Liberian Registry co-operating fully in Rena salvage operation

THE Liberian Registry has confirmed that it is continuing its investigation and is working co-operatively with the maritime authorities and emergency response teams in New Zealand following the grounding of the containership **Rena** off the country's coastline on October 5. The ship has been entered with the Liberian Registry since November 2010 when it was acquired by the current owners, who have a long-standing and reliable history with the Liberian Registry. It has been engaged in regular trading between Australia and New Zealand, and is understood to have been a regular caller at the port of Tauranga. The Liberian Registry's specialist investigation team of marine experts is co-operating closely on site with the owners, local maritime authorities, and the salvage contractor Svitzer, which has been engaged under an LOF form of salvage agreement. Prior to the deteriorating weather conditions, all efforts were focused on taking measures to limit pollution from the vessel's bunker tanks. These measures, which were approved by both the Liberian Registry and the New Zealand authorities, were taken in the best interests of the safety of the crew and response personnel and the environment. Scott Bergeron, chief executive officer of the Liberian International Ship & Corporate Registry, says, "The casualty is a source of great regret to the Liberian Registry. Our sympathies are very much with the people of New Zealand. For the moment, the priority must be protection of the environment and of the interests of those whose livelihoods may be threatened. The registry will do everything in its power to help achieve those objectives. It will refrain from any attempt to apportion blame, or to attribute causation, until a full and proper inquiry has been carried out. "Liberia will conclude an official investigation as soon as possible, using its extensive resources to establish the cause of the casualty. A full investigation report will be issued in due course, as is customary with any casualty involving a Liberian-flag ship. Liberia is rightly proud of its excellent safety record, which continues to be endorsed by independent port state control authorities around the world."



The **EUROPA** of BALTIC-REEFERS seen southbound in the North Sea with galeforce NW Bf 8-9.

Photo : Bernt R.Koning (c)

## RESOLVE SALVAGE & FIRE (AMERICAS), INC. REMOVES CONTAINER VESSEL WRECK FROM FORT VIEUX SHIPPING LANE, ST.LUCIA

Following an agreement between St.Lucia Air & Seaports Authority and **RESOLVE Salvage & Fire (Americas), Inc.**, RESOLVE refloated the sunken container vessel **ANGELN** on September 14 and then scuttled the vessel at a deep water reefing site. The 435 ft loaded container ship sank in January 2010 at a depth of 110 feet in the shipping lane three miles outside Vieux Fort, St. Lucia. The wreck sank on its starboard side and spilled its topside load of containers adjacent the wreck.

RESOLVE mobilized a team of salvage professionals and owned equipment including the salvage vessel **RESOLVE PIONEER**, the tugs **RESOLVE SUHAILI** and **LANA ROSE**, and the crane barge **RMG 400**. The complex operation required clearing the debris field surrounding the wreck including lifting clear the deck house to enable the vessel to be



parbuckled upside down. Air fittings and air lines were established to all intact compartments and a refined engineering plan was followed to press air to the ship to complete the initial roll upside down. The hull was then systematically raised to the surface by further blowing of air into tanks and other compartments. Following refloating, the vessel was stabilized and then towed and scuttled in deeper water.

Throughout the operation, RESOLVE monitored the wreck site for oil leakage and also removed and recovered containers containing oil. The environmental conditions at the wreck site posed significant challenges for the salvage team. Very strong ocean currents over three knots were common, as were ocean swells, tropical weather and multiple tropical storms that impacted the project site. RESOLVE Salvage Master Todd Schauer said, "Raising a 4000-ton ship from 110 feet of water in difficult offshore conditions was an extraordinary challenge. It was a privilege to work with a world class salvage team that delivered success on this project." More information about RESOLVE, an ISO9001:2008 Certified company, can be found at [www.resolvemarine.com](http://www.resolvemarine.com).



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Above seen the 2010 built Chinese dredger **Chang Jing 6** above seen dredging in Dongjiakou , China.

**Photo : Crew Queen of the Netherlands (c)**

## Captain of ship grounded off New Zealand coast arrested



New Zealand's authorities arrested on Wednesday the captain of a container ship that ran aground off New Zealand's north-eastern coast, causing a major oil spill. The container ship, the 236-meter **Rena**, struck a reef off New Zealand's port of Tauranga on October 5. Between 130-350 tons of fuel oil is thought to have leaked from the vessel. The newspaper quoted the country's Transport Minister Steven Joyce as saying the arrested captain, a Filipino national, would appear in court later

in the day on charges of "operating a vessel in a manner causing unnecessary danger or risk."

The captain faces a fine of up to \$10,000 or a prison term of up to 12 months if found guilty, the report said. The ship has more than 1,300 containers on board, including 11 which are believed to contain hazardous materials. The oil started washing ashore at local beaches on Monday, where large numbers of dead birds and fish have been seen, the paper quoted local residents as saying. Local authorities say it would take several weeks to clean up the shoreline.



Above seen the RoPax **Norman Bridge** in ARNO Dunkirk, The ship has recently been repainted out of LD Lines colours due to coming off charter. Currently the vessel is moored in River Fal

Photo : Alex Castle ©

# The merger of Clyde & Co and Barlow Lyde & Gilbert

On 1 November 2011 **Clyde & Co** and **Barlow Lyde & Gilbert** will merge. The combined firm will be known as Clyde & Co, and will have with 270 partners, 1,300 lawyers and fee earners and 2,350 total staff operating from 27 offices worldwide. The merged firm of Clyde & Co and Barlow Lyde & Gilbert will be unique in focus, scale and reach, with: One of the top two dispute resolution practices of any leading UK law firm, with strength throughout the network The most in-depth focus and expertise in our core sectors of aviation, energy, infrastructure, insurance, professional practices, trade and shipping, across all contentious and transactional disciplines An insurance and reinsurance practice with unmatched expertise in every class, throughout the value range and across the world's markets One of the largest employment and pensions practices of any City law firm, together with enhanced capabilities in corporate, global compliance and real estate A significant business in Asia, with particular strengths in dispute resolution and insurance in Hong Kong and mainland China A long-established and market-leading practice in the Middle East and a rapidly expanding presence across the US, Canada and South America Over the coming weeks we look forward to exploring with you the value we can deliver and the benefits that the combination of the two firms will provide. We are fully committed to providing an unrivalled service to clients wherever and whenever we are needed. If you have any queries in the meantime, please speak to your usual Clyde & Co or Barlow Lyde & Gilbert contact.



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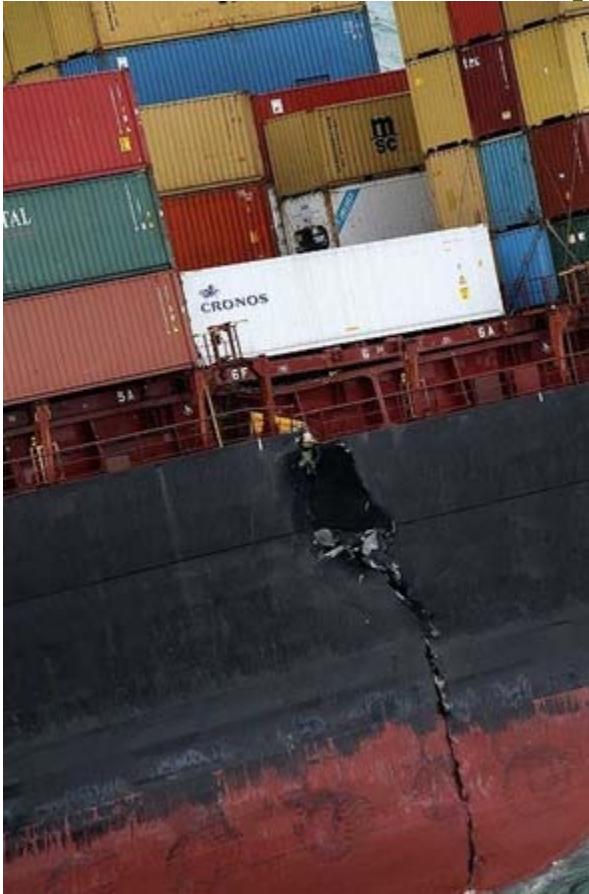


The 2010 built **QUEEN ELIZABETH** seen arriving in the early morning at Valletta Cruise Terminal, Valletta, Malta.

Photo : Gejtu Spiteri ©



## Stricken ship starts to break up



Cracks are beginning to appear in the stricken container ship stuck on a reef off New Zealand. Already, as many as 70 of the thousands of containers on the ship have fallen into the sea, [stuff.co.nz](http://stuff.co.nz) reports.

New Zealand's Prime Minister, John Key, said the deterioration of the the ship was now quite clear. The 47,000 tonne ship [Rena](#), which struck the Astrolabe reef off Tauranga last Wednesday, has been leaking oil into the sea as heavy seas thwart salvage efforts.

Thick slicks of oil drifting from the ship have washed ashore on Tauranga beaches and oil has been seen on beaches in harbour suburbs. The ship's captain appeared in court today, facing charges under Section 65 of the Maritime Act, covering dangerous activity involving ships or maritime products. Mr Key said there was structural damage to the ship which everyone could see. Maritime NZ confirmed there were cracks on both sides of the vessel and salvage advisor Jon Walker said an aerial check showed a rupture on the port side of the ship was getting worse.

Salvage teams wanted to try to keep the Rena's stern on the reef, over fears it would sink in a break up. That would make the recovery of the oil difficult. "We are hoping that it's still on the reef. If we can keep it on it we can deal with it," Mr Walker said. He added that the gap in the starboard side of the vessel was opening and closing in the surf this morning. "If there is a break-up of the vessel, we are going to have oil coming out." "Before we left the vessel we tried to blank all the tanks. ... We tried to retain the oil as much as we can in the vessel." New Zealand taxpayers may have to cover costs if the Rena's insurance was unable to fully

cover the disaster, Mr Key said earlier. Mr Key defended the Government's reaction to the stranding. "I know everyone would love us to wave a magic wand but that's not possible." He said there was a national plan for such disasters and that it had been put into action the moment the boat hit the reef.

"I understand people are frustrated. I'm frustrated too. "Unfortunately we have to deal with the cards dealt to us."

The boom across the Maketu estuary appeared to be effective but Mr Key said: "we may well see more oil in the estuary". **Read the full report and watch video of the ship at [www.stuff.co.nz](http://www.stuff.co.nz)**

## NAVY NEWS

### 2 Australian Navy ships pay goodwill visit to city



Two Australian Navy warships, [HMAS HUON](#) and [HMAS YARRA](#), arrived in Ho Chi Minh City Monday, beginning a five-day visit to strengthen the relationship between the navies of Australia and Vietnam. The two coastal mine hunters came with a total of 50 officers and sailors board each vessel. [HMAS HUON](#) is commanded by Lieutenant Commander John Relyea, and [HMAS YARRA](#) commanded by Lieutenant Commander Bradley Vizard.

[Australian Consul General Graeme Swift](#) (4th, L) and representatives of the Ho Chi Minh City Command, External Relation Office pose for pictures with the ship captains in front of the ship [HMAS YARRA](#) in the city Oct. 10, 2011

Ho Chi Minh City Vice Chairman Le Minh Tri received officers and sailors representing the mission in the afternoon. During

the visit, the crew are to meet with senior officers and sailors from the Vietnamese People's Navy to engage in a range of goodwill activities and to conduct a professional exchange on mine hunting techniques. The crew will also participate in a friendly sporting activity with cadets at the Naval Technical College and play Australian Rules Football against the Vietnam Swans at the Royal Melbourne Institute of Technology (RMIT), Ho Chi Minh City Campus. While in Ho Chi Minh City, the crew intend to conduct charity work as well as taking advantage of the opportunity to explore Vietnam's rich culture and to meet the people of Vietnam.



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## **Korea to make \$1.1 bil. sub sale to Indonesia**

Daewoo Shipbuilding and Marine Engineering (DSME) has begun final-phase negotiations with the Indonesian government over the construction and sale of three 1,300-ton, Type-209 submarines valued at \$1.1 billion, the company said Tuesday. Korea's biggest arms sale is expected to be completed by November.



Previously, a \$400 million deal with Indonesia to sell 16 T-50 Golden Eagle supersonic trainer jets, jointly built by Korea Aerospace Industries and Lockheed Martin of the United States, was the biggest weapons sale. "We have launched talks to sign a contract with Indonesia's defense ministry," the shipbuilder said in a statement. DSME's

Communication Director Jeong Seong-dae told The Korea Times, "Both sides have long discussed the sale of Korean-built submarines, and now we are in the final stage of fine-tuning detailed requirements and contract terms," said Jeong. DSME competed with submarine powerhouses Germany, France and Russia to win the status of preferred negotiator.

The diesel/electric propulsion sub is built with technical assistance from German's HDW. The ship measures 56 meters in length and 5.5 meters in width. It can submerge to a depth of up to 250 meters and has an underwater endurance of about two weeks. The sub, with a capacity of 33 sailors, has a surface speed of 11 knots and can cruise submerged at 22 knots. The South Korean Navy operates nine Type-209 submarines fitted with torpedoes and submarine-to-surface missiles. DSME has been building 1,800-ton, Type-214 submarines following a government order in 2008.

Korea plans to build 3,000-ton KSS-III heavy attack submarines beginning in 2018. DSME and its domestic rival Hyundai Heavy Industries will cooperate for the development of the new submarine to be equipped with a domestically-built vertical launching system (VLS). A VLS is a modern type of missile-firing system used aboard submarines and surface vessels of several navies around the world. When installed on an attack submarine, a VLS



allows a greater number and variety of weapons to be deployed in comparison to using only torpedo tubes. **Source :**  
**The Korea Times**

## **PPP govt, not Navy, purchased French subs, in a deal**

In a major confirmation of the most scandalous of all defence deals, the French Agosta submarines purchase, the naval chief of the time had disclosed before a court that it was the then government in 1994-95 that had decided to purchase the French submarines against the recommendation of the Pakistan Navy.

The then Naval Chief Admiral (R) Saeed Muhammad Khan during whose tenure the controversial deal was struck, had said that the Pakistan Navy had recommended to the government to go for five or six UK manufactured Upholder submarines but the then regime using its discretion had decided to purchase three Agosta 90 B class of submarines.

Generally it is believed that the submarine deal was finalised during the tenure of Admiral (R) Mansurul Haq, who had succeeded Admiral Saeed as naval chief but was sacked by the Nawaz Sharif regime on corruption charges.

In a defamation suit filed against a television channel in the court of district judge Islamabad through his counsel, Admiral (R) Saeed Muhammad Khan categorically stated: "The plaintiff (Admiral Saeed) in his capacity as Chief of Naval Staff did not recommend the French Agosta 90 B Class submarines for acquisition by the Government of Pakistan and had in fact recommended, based on the technical and other investigations carried out by Pakistan Navy prior to 1994, the UK manufactured Upholder submarines.

He added: "The reason for the recommendation was based primarily on the fact that the UK submarines were readily available and had been tested at sea whereas the French Agosta 90 B Class of submarines were yet to be manufactured being prototypes and would have taken years to be delivered. Furthermore, the Pakistan Navy had been offered five and possibly 6 UK Upholder submarines compared to three Agosta 90 B class of submarines for a lesser price."

But, he disclosed that the recommendation of the Pakistan Navy was rejected by the Ministry of Defence, Government of Pakistan who decided at their own discretion to purchase the Agosta 90 B class of submarines.

He made it clear that the decision to acquire was that of the Ministry of Defence and not the Pakistan Navy which was only required to evaluate the offered submarines and make their recommendations. He insisted that he was not involved in the Agosta deal in any manner.

Before this court statement of the Admiral Saeed, who is the most relevant naval officer of that time with regard to Agosta deal, it was his junior Admiral Abdul Aziz Mirza, who had told this correspondent early last year that the then Naval Chief Admiral Saeed Khan had revealed that Benazir Bhutto's defence minister Aftab Shaban Mirani had clearly indicated to the Pakistan Navy's high command the government's preference for the induction of the French submarines. Admiral Aziz Mirza led the Pakistan from Oct 1999 to Oct 2002. According to Aziz, despite these clear indications by the then defence minister, the top naval command again met and had deliberated on the subject and decided to recommend two options to the government - the British Upholder and the French Agosta. The government later approved the induction of the Agosta.

Admiral (R) Saeed court statement, however, does not talk of these two options. Mirza had claimed that the Navy first formally came to know about the kickbacks in the Agosta deal in 1998 following which it proceeded against three officials of the rank of captain and commodore for getting bribe. They were eventually removed from service. "My hunch is that besides the politicians, some top ranking naval officers, even above the rank of commodore, might also have received kickbacks as reflected in the recent French media reports. They, however, (the top Naval officials) remained undetected for want of proof or witnesses," Mirza had told this correspondent. Mirza, however, clarified that the condemned former Naval chief, Masoorul Haq, was not convicted of the Agosta kickbacks but for the bribes that he had pocketed in other defence deals. **Source : Thenews.pk**

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The **CATENA** seen arriving at the Port Chalmers container terminal for the first time 12/10/11.

Photo : Ross Walker (c)

## Ocean shipping: CMA CGM, CSAV expand service at Port of New Orleans

Ocean cargo activity at the Port of New Orleans expanded earlier this month, with the announcements that CMA CGM and CSAV (Compañía Sud Americana de Vapores) have added New Orleans to the Gulf Bridge Express service, which links the Gulf Coast to the Caribbean and ports in Central and South America. CMA CGM officials said that this service expansion enables the carrier to augment its U.S. Gulf and Caribbean coverage and expand its service scope for shippers, adding that this direct call to New Orleans provides new opportunities for CMA GGM imports and exports via its Kingston, Jamaica hub.

Since October 1, CMA GGM has been using the Port of New Orleans' Napoleon Avenue Container Terminal, and its weekly Gulf Bridge Express service is comprised of New Orleans; Altamira and Vera Cruz, Mexico; Kingston, Jamaica; Cartagena, Colombia; and Puerto Rico and LaGuaria, Venezuela. "This new service strengthens New Orleans' connections to Central and South American markets," said Gary LaGrange, President and CEO of the Port of New Orleans. "It will also allow shippers access to CMA CGM's extensive worldwide services. We are excited to market new opportunities to our customers and are grateful to our valued partners at CMA CGM. This is truly an exciting time for the Port of New Orleans." CMA CGM previously had a vessel sharing agreement and contributed ships to a service to North Europe that was controlled by another shipping line in the Port of New Orleans, said Port of New Orleans spokesman Chris Bonura. He said that arrangement did not work out for CMA CGM, and when they dropped the vessel

sharing agreement roughly 18 months ago they no longer had a presence in the port. Bonura told LM that CSAV is also making significant contributions to this service, noting they are already in the port with a VSA (vessel sharing agreement) with Hapag-Lloyd, with this decision constituting an expansion of its service from New Orleans. Since that time, he said the Port of New Orleans had been consistently marketing to CMA CGM, and he said that this service is in a different trade lane than the service that they had in New Orleans under the VSA. This one is basically a loop around the Gulf with a stop in CMA CGM's hub in Kingston, which allows trans-shipment to their network worldwide. "We are particularly excited about their connection with Asia," said Bonura. "Only one other carrier is currently calling New Orleans trans-ships containers to Asia on a regular basis. Having another carrier for that important trade lane is one of the advantages for shippers. Another advantage is simply the availability of a new container carrier in New Orleans. Some shippers have corporate supply chain contracts with a specific line. For factories/subsidiaries in the Central Gulf region that have a corporate arrangement with CMA CGM, this means that they no longer have to dray to a port that is further away than New Orleans to access CMA CGM's network.

And from the perspective of the Port of New Orleans, Bonura said the port is very pleased to now have the world's first (Maersk), second (MSC) and third (CMA CGM), container carriers—among others—offering regular service through the port. The three of those carriers represent the majority of the world container ship capacity. The port also has Hapag Lloyd, Seaboard Marine and CSAV all making regular calls to the Napoleon Avenue Container Terminal. "We consider the commitment of all of these lines to New Orleans to be a ringing endorsement of the investments that we have made to construct and expand a modern container terminal on the Mississippi River," he said. In 2010, the Port of New Orleans set new records for container volumes, moving 427,000 TEUs over the year. And through the first six months of 2011, that tally was up 15 percent year-over-year. **Source: Logistics**



The **ELSBORG** seen southbound in the Georgia Strait - Photo : Barry Shannon (c)

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The **TTM DRAGON** seen moored in Amsterdam – Photo : Erwin Willemse (c)

## Hamburg Süd: Christening of the “Santa Rosa” in Buenos Aires

On Monday, 10 October 2011, the container ship “**Santa Rosa**” of the shipping company Hamburg Süd was christened in Buenos Aires (Argentina) in the presence of 250 customers and guests from politics and business. The sponsor of the “**Santa Rosa**” was Sabine Vespermann, wife of Dr Arnt Vespermann, Member of the Executive Board of Hamburg Süd.

The “**Santa Rosa**” is the sixth newbuilding in a series of ten identical container ships which each have a slot capacity of 7,100 TEU and are fitted with 1,600 reefer container plugs apiece. This makes them some of the largest vessels ever built for Hamburg Süd. All ten ships of this series are to be delivered by summer 2012. Since her delivery at Daewoo Shipbuilding & Marine Engineering Co. Ltd. (DSME) in Korea in July 2011, the “**Santa Rosa**” has been operating in Hamburg Süd's service between Asia and South Africa/South America East Coast (New Good Hope Express). The “**Santa Rosa**” is named after the Argentinian town in the province of La Pampa. **Source: Hamburg Süd**



## Kleven Maritime Invests USD 52 Million in New Facilities

Kleven Maritime's extensive investment programme will result in new facilities for both the group's Kleven and Myklebust shipyards. To increase newbuild capacity at Kleven Verft, in Ulsteinvik, Norway, a 100m quay and new 40m x 150m drydock will be built, while a similarly dimensioned floating dock has been earmarked for the Myklebust Verft in Sande. The NOK300M investment package also includes a new piping workshop and automated welding machines for both facilities. Construction is due for completion by the end of 2013. Last year Kleven Maritime, Norway's largest Norwegian-owned shipbuilding group, registered record results. Operating profit was NOK 238.7M, an increase of 96M compared with 2009, which itself was a record year, and 2011 is looking healthy with an order reserve of 10 ships, with a combined value of NOK3.7bn. The shipbuilding and repair group is currently waiting to hear if it has won the contract to carry out the extensive repair work to the Hurtigruten-operated passengership Nordlys, which was engulfed by fire last month. The 11 204gt vessel is currently in Aalsund, Norway, undergoing temporary emergency repair work.

Source: Imarest



The **LAMNALCO MERGANSER** seen arriving in Cape Town – Photo : Glenn Kasner (c)

## Crane service resumes at New Mangalore Port

The month-long issue of cranes that had stopped working, affecting the movement of cargo from vessels not equipped with cranes at the New Mangalore Port has been resolved, said Mohammed Ameen, vice-president, Kanara Chamber of Commerce and Industry. Mr Ameen was speaking at a press conference called by KCCI to address certain issues here on Tuesday. S. Gopalakrishna, Traffic Manager, NMPT, said the issue was sorted out on Tuesday morning and the cranes started moving the cargo the same afternoon. Instead of three cranes, only two cranes would be used as the cargo quantity had reduced, he said. The rate would be the same and there was no relaxation in the terms and conditions set between the crane suppliers and the port authorities. However, while earlier an annual fee was charged, the charges would be according to a pro-rata basis and would be prospective instead of retrospective, he said.

Mr. Gopalakrishna said that each crane handled about 4,000 to 5,000 tonnes of cargo per shift. In a day, there were three shifts. About 10 per cent of the cargo handled at the port was moved by the cranes. Gearless vessels used the harbour mobile cranes as they did not have cranes aboard.

A letter from M. Shekhar Pujari, president, Association of New Mangalore Port Stevedores, said the contract between the port and the operators of the three HMCs should be given "a relook in the light of their offer to renew operations under different terms proposed by them". The three HMCs were fulfilling an essential need at the port in the absence of wharf cranes. The port's own wharf cranes at berths 2, 3, and 4 were scrapped, the letter said. The export-import trade at the port had no other alternative but to convince the three HMC operators to continue to work at this port as no other reliable port equipment or cranes were in place. The present quantum of gearless vessel and additional cargo had only been possible because of the existence of these HM cranes. The NMP brochure mentioned the availability of three cranes at berth numbers 5, 6, 7, and 14, based on which, ships (gearless and otherwise) were nominated to this port, said the letter. **Source : The Hindu**



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**A12 RIO CERVANTES** of the Spanish Guardia Civil fleet shadows its Rib as it takes a closer look amongst the boats anchored in Santa Ponsa bay in Majorca. - **Photo : Tommy Bryceland, SCOTLAND (c)**



## Japan's Nagoya Container Traffic Up 4.9 Percent

International container traffic during the first six months of 2011 at the Port of Nagoya rose 4.9 percent year-over-year, as auto exports grew 38.3 percent at Japan's top global trade port and gateway for major auto manufacturers. Of the 1,945,947 20-foot equivalent container units handled between January and June, exports, up 5 percent year-over-year, accounted for 617,341 TEUs. Imports rose 4.8 percent to 578,606 TEUs during the same period. The Port of Nagoya handled 22,305,908 tons of international container cargo during the same period, up 4.5 percent from a year earlier. Container cargo exports rose 1 percent to 10,942,578 tons, while container cargo imports increased 8.2 percent to 11,363,330 tons. Auto parts exports accounted for 38.3 percent, or 4,249,674 tons, of container cargo trade during the six-month period. Nagoya City is the capital of Aichi Prefecture, home to many auto manufacturers, including Toyota Motor Corp. The Port of Nagoya's container cargo exports to the U.S edged up 0.8 percent year-over-year to 1,597,091 tons, while U.S. container cargo imports rose 3.2 percent to 981,234 tons.

Source: The Journal of Commerce



The **POLYS** seen arriving in Willemstad (Curacao)

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

## Imtech Marine opens office in Spain

Imtech Marine (full-service provider of tailor-made, innovative marine technology solutions) announces the opening of a new office in the Algeciras-Strait of Gibraltar region, Spain, per 17 October 2011. The office is the 74th location in the global service network of Imtech Marine. All Imtech Marine offices are strategically located along major shipping routes and near major shipbuilding centres. From the new office Imtech Marine aims to provide 24/7 maintenance services to both locally operated vessels and international shipping lines. Imtech Marine will be offering services in various ports of Spain, such as Algeciras, Barcelona, Cádiz and Valencia as well as the nearby ports of Gibraltar and Tangier.

Mike Bauwens, Managing Director of Imtech Marine Southern Europe & Africa, says: "The new office in Spain fits in our new strategy up to 2015. The strategy includes our intentions to expand our global service network, with new offices planned in Asia Pacific, India, South America and the Mediterranean. Our strategy is clear: we want to be where our customers are and serve them on the spot. This is why we intend to keep expanding our global network." Spain is an important shipping nation. Algeciras and Barcelona are among the largest 50 ports of the world with Algeciras being a top 10 port. Nearby locations such as Gibraltar and Tangier are also top 50 ports. Imtech Marine expects growing business in Spain and the surrounding region predominantly in container & cargo shipping, but also



sees opportunities to provide services to cruise liners, naval vessels, local fishery and yachts. The new office will be staffed by experienced technicians, to guarantee 24/7 service and effective and quick response to service requests.

The office visiting address:  
Edificio Azabache Centro de Negocios 1ª Planta  
Parque Empresarial Marismas de Palmones  
Ctra. Térmica s/n.  
11379 Los Barrios, Cádiz.



The **GRANDE ATLANTICO** seen approaching the IJmuiden locks enroute Amsterdam – Photo : Simon Wolf (c)



**Leerling Proces Operators**

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## Kanway Line launches Hong Kong-Vietnam service from mid-October

Taiwan-based Kanway Line recently announced it will launch a new Hong Kong-Hai Phong direct weekly service in mid-October, Shippinggazette reports. Company director Schooner Lee said Kanway has entered a slot swap with TS Lines in this new Vietnam service. "We will offer some of our Hong Kong-Taiwan string slots to TS Lines to exchange for its Hong Kong-Hai Phong slots," he said.

As a specialist in operating routes between Taiwan, Hong Kong and the Pearl River Delta, Kanway has been running a Hong Kong-Taiwan service for 18 years. Its current approach to offering the Hong Kong-Hai Phong service is the implementation of Kanway's operating strategy to effect gradual expansion.

"We bought a vessel in late 2009 to offer direct Hong Kong-Taiwan service. We will follow this strategy in running this new service and will charter or purchase our own vessel to raise our capacity later when the operation of the service becomes more sophisticated. At that time, we will add a call at Fangchenggang in Guangxi," said Capt Lee.

He said China is anxious to develop its western region and the western district of Guangdong province is Guangxi autonomous region, which borders Vietnam. Hai Phong has great potential in development because it not only

possesses the biggest port in northeastern Vietnam, but is also close to Guangxi. So it is a vital port for the growing China-ASEAN trade.

Vietnam has special advantages, enjoying American preferential policies. Additionally, its status as an ASEAN member state with inland border with China provides another edge. "Since China has given trade benefits to ASEAN member states, Hai Phong will continue to develop on the back of its China trade. This is the key factor why we chose Hai Phong. If we chose Ho Chi Minh City, we would consider connecting to long-haul loops."

Concerning the further development of Guangdong, Capt Lee said the provincial government is carrying out the central government's western China development scheme. So it is also developing the western area of the province as well as the eastern part, which has been well developed in over recent decades. Seeing the potential of western Guangdong province, the richest in China, Kanway set up a liaison office in Yangjiang in southwestern Guangdong, nine months ago. Capt Lee said no matter the cargo is from eastern China or eastern Guangdong, if it has to be shipped to Vietnam, passing through Hong Kong is more convenient than direct shipments.

"Many foreign, Taiwanese or Japanese companies have set up offices in Hong Kong to facilitate the trade operations. So we have no intention of offering direct service between Shanghai and Hai Phong," he said. Kanway Line was established in 2007. Its predecessor was Fuhai Line, which was set up in 1994. Currently, Kanway's service network in China includes a principal office in Shenzhen with Class-A forwarder licence, three offices in Dongguan, Foshan and Zhongshan, four liaison offices in Dongguan Taiping terminal, Shatian, Panyu's Lianhuashan and Yangjiang, and one agent in Guangzhou. **Source : PortNews**



The **DIAMOND PRINCESS** seen moored in Shanghai – **Photo : Jan Nooteboom ©**

## **Jurong Port and MPA partner in green port development**

Jurong Port and the Maritime and Port Authority of Singapore (MPA) on Wednesday launched the Green Port and Productivity Solutions (GPPS) R&D programme, Seatrade Asia online reports. Co-funded by MPA's Maritime Innovation and Technology (MINT) Fund and Jurong Port, the GPPS will see both organisations commit S\$6m (\$4.7m) each over the next five years to embark on green technology and productivity projects in the port. "We've already completed a study on our carbon footprint. Now we will develop and implement major green projects with MPA's funding support," said Matthew Chan ceo at Jurong Port. Singapore had in April this year launched a S\$100m Maritime Singapore Green Initiative that received support from 12 organisations and companies. The green initiative comprising of three programmes - Green Ship Programme, Green Port Programme and Green Technology Programme - seeks to reduce



the environmental impacts of shipping and related activities and to promote clean and green shipping in Singapore.  
Source : PortNews



The **BORUSSIA DORTMUND** seen outbound from Rotterdam – Photo : Ria Maat ©

## Hanjin Shipping gets \$80.5m financing

Hanjin Shipping of South Korea has nailed down \$80.5m of shipbuilding financing for its new ordered bulkers. Hanjin secured financing for two capesizes due for delivery at the end of 2012 in a syndicate loan, from Korea Finance Corporation and DVB Bank, Seatrade Asia online reports. Hanjin Shipping has ordered eight containerships and 13 bulkers so far this year.



The **MSC ANGELA** seen inbound Sao Francisco do Sul Port - Brazil – Photo : Rodrigo João Mélo (c)

## Short-lived Far East-Australia peak season loop comes to an end



THE Far East-Australia peak season service that started in August and was operated by Hapag-Lloyd, Hamburg Sud, Hyundai and APL with Maersk Line and MSC taking slots has been shelved. The service made a total of six sailings with the last sailing departing from Shanghai on October 3. The service called at ports in Shanghai, Ningbo, Xiamen, Melbourne, Sydney and Brisbane, using four ships ranging in size from 2,700 to 4,200 TEU. The report by Alphaliner said partner lines will continue to call at ports in China and Australia through their existing Asia-Australia services.

Source : Schednet

## **VSTEP delivers NAUTIS Naval Task Force simulator classroom for the Korean Naval College**

VSTEP in cooperation with its Korean partner Dongkang M-Tech have successfully delivered and installed a full NAUTIS Naval Task Force maritime simulator classroom at The Korean Naval College in Seoul, Korea. The classroom consists of 20 NAUTIS Naval Task Force Trainee Stations and Instructor Station. The Korean Naval College has selected NAUTIS for efficient maritime training and preparation of cadets and naval personnel in ship handling and navigation.

The Korean Naval College is one of Korea's most renowned Naval Academies. Having used traditional legacy simulation technology in the past, the Korean Naval College selected the NAUTIS Naval Task Force simulators for its new simulation center, because of the cost effectiveness of the solution, its user-friendliness and the high quality of realistic maritime training it provides. NAUTIS Naval Task force is tailored specifically to the needs of Naval Forces and offers a wide range of navy specific simulation and training options.

VSTEP CEO, Cristijn Sarvaas: "We are happy to add the Korean Naval College to our client portfolio and rejoice in the fact that such a renowned national naval college has selected NAUTIS maritime simulators for training of its cadets. NAUTIS is a new generation of simulation technology that meets the high standards of today's maritime professionals. The Korean Naval college has evaluated and recognized the powerful benefits of NAUTIS, such as low cost, flexibility for the user and superior visuals in training."

For more information about NAUTIS Maritime Simulation Solutions, visit: <http://www.nautissim.com/>

## **Costamare pays US\$90 million on 2 ships chartered long term to MSC**

GREEK shipowner Costamare has announced that it will pay US\$60 million for the 6,700-TEU MSC Viviana, to be renamed the MSC Messina and chartered back to the Geneva shipping giant for 10 years at \$29,000 a day. Another \$30 million has been invested on the 4,100-TEU MSC Ulsan which is attached to a 63-month charter at \$16,500 a day, reports London's Tradewinds journal. New York-listed Costamar has now bought 13 second hand ships since its IPO at the end of last year. It has also placed orders for 10 newbuildings, swelling its IPO fleet of 41 ships to 61. The 1,468-TEU **MSC Tuscany** and the 1,181-TEU **MSC Fado**, both built 1978, are now bound for the breakers yard with Costamar making a \$5 million profit on the sale. The string of deals emerged as Costamare secured loans worth around \$380m for its remaining newbuildings.

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## MARITIME ARTIST CORNER



Above seen the "Port of Rotterdam" one of the latest watercolours made by [Ronald van Rikxoort](#)

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



The brand new 2011 Samson built tug [SHUSWAP](#) downbound on the Fraser river Oct 9 2011

[Photo : Robert Etchell \(c\)](#)

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