



Number 288 *** COLLECTION OF MARITIME PRESS CLIPPINGS *** Saturday 15-10-2011

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




The 9,000t Process, Utilities and Quarters topsides and Flare Tower for the Cobra Castor Underground Gas Storage Platform left Kiewit's yard at Ingleside near Corpus Christi at 12:00 noon on Wednesday 12th. October. Towed by the Fairmount Expedition, it is pictured passing through the straight at Port Aransas to the open sea to begin a voyage of 5,400 Nautical Miles to the Mediterranean, final location 22 Kms off Vineros on the East Coast of Spain. It will be installed onto a jacket built by Dragados in Cadiz by Heerema's Thialf HLV in November.

Photo : Chris Beck (c)


Due to work abroad this newscippings may reach you irregularly

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The **UNION BEAVER** seen escorting the **ALPHONSE LETZER** to Gent to take out some materials and the fuel before the vessel get scrapped – **Photo : Richard Wisse (c)**

UK Outlines Robust Measures To Tackle Piracy

Speaking at the British Chamber of Shipping, Foreign Office Minister, Henry Bellingham, yesterday outlined the UK's ongoing commitment to tackle piracy off the coast of East Africa, including UK support for several of the UN's projects to tackle piracy – including work in Somalia designed to prevent people from turning to piracy in the first place.

Minister for Africa, Henry Bellingham said: "This government is 100% behind a more robust response to piracy. I am pleased to announce that a UK funded maritime intelligence and information coordination centre will be set up in Seychelles. The FCO and Serious Organised Crime Agency are carrying out urgent work with the Government of the Seychelles to take this forward.

"The new intelligence centre will coordinate the tracking of financial flows and enforcement operations and will help collate the evidence needed to issue international arrest warrants and prosecute pirates. Pirate financiers are the kingpins of piracy and targeting them effectively will have a huge impact on the ability of pirates to terrorise the high seas."

Mr Bellingham continued: "We have always been clear that the problem of piracy cannot be solved at sea when the causes of piracy lie on land. We must also help Somalia and its regions to develop their own capabilities to deter and detain pirates. I am pleased to announce that the UK will support work to ensure that this becomes a reality."

Full details of the new funding commitments are:

- £2.25 million to the UN Office on Drugs and Crime. This will fund UNODC work in the prosecution and imprisonment of pirates in Kenya, Mauritius, the Seychelles, Tanzania as well as in Somalia, primarily through the building of prisons and courts and training the people who will work in them.
- £2 million to UNODC and UNDP. This will be used to support community engagement and economic development programmes, for example ex-pirates, politicians and community leaders working with communities to make them aware of the dangers of piracy and the real alternatives. It will also support the provision of alternative livelihoods for those susceptible to being recruited by pirates.
- £200,000 to UNDP. This will fund a needs assessment in Puntland and Galmudug – the areas most affected by piracy. The assessment will identify what maritime security and maritime police/coastguard facilities are needed.
- £120,000 to UN Political Office for Somalia. This will be used to set up anti-piracy offices and teams in the Somali regions. These offices will work on all aspects of piracy and maritime security, supporting the implementation of the roadmap on maritime security agreed by the Somali Government in September. **Source: Ship Management**



Na 43 jaar bij **BosKalis** en daarvoor een aantal jaren bij de VNS is **Paul Louer** op 7 oktober met pensioen gegaan. Op de foto staat hij naast het schilderij dat hem namens de aanwezigen werd aangeboden tijdens een afscheidslunch in Colonia del Sacramento in Uruguay. De afgelopen 15 jaar was hij manager van de **BosKalis** dochter **Ríovia** die het Martín García kanaal aan de Uruguayase kant van de Rio de la Plata op diepte houdt. Na de lunch heeft een koor van Nederlanders voor de in Rotterdam geboren Paul nog maar eens Ketelbinkie heeft gezongen. “



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October 13th the **HEENVLIET**, 2545 gt, passed the Kiel Canal eastwards heading for Rostock to load during her maiden voyage. She is just delivered from Damen Shipyards Bergum BV as their newbuilding no. 9407, a coaster of the very successful "**Damen Combi Coaster 3850**" design.

Photo : Martin Lichte-Holtgreven (c)

German Naval Base Becomes Weapon in Giant-Container War

Germany's chief naval base during two world wars will be transformed into its only deepwater port as part of a 950 million-euro (\$1.3 billion) plan to stop a new generation of container "superships" diverting to Rotterdam. Wilhelmshaven's JadeWeserPort terminal, due to open next August, will have a depth of 18 meters (60 feet), independent of the tide, allowing it to handle vessels that measure 430 meters long, carry 18,000 boxes and need at least 16.5 meters of water. Rotterdam, Europe's largest port, is the only harbor in the region currently deep enough to take the new container giants, with Hamburg and Bremerhaven, the biggest in Germany, required to dredge their channels to accommodate them. Wilhelmshaven's location east of the Dutch city may also help win a bigger slice of transfer traffic from high-growth Baltic and Russian markets. "Ports that cannot handle the biggest vessels will have problems," said Emanuel Schiffer, co-chairman of Eurogate GmbH, Europe's leading container-terminal company and operator of the new site. "If the largest ships cannot go to Germany they'll concentrate on Rotterdam, and over a period of time you will also lose other services, so this is essential for us." More than 150 vessels with a capacity above 10,000 boxes will join the global fleet between 2011 and 2014, Bremen-based Eurogate estimates. Most colossal will be 20 ordered by A.P. Moeller-Maersk A/S, the No. 1 container line, each 30 percent bigger than the largest afloat today. Maersk has options for 10 more of the same size, valuing the total purchase at \$4 billion.

The maximum draft for ships using Hamburg, Germany's top container port and the third-largest in Europe, is 14.5 meters, which may be increased by 1 meter if the River Elbe is deepened -- still too shallow to handle the largest vessels at full load. Antwerp in Belgium, the regional No. 2, has a depth of 15.56 meters upstream and 14.8 meters downstream, which dredging could boost to no more than 15 meters, according to its website. Hamburger Hafen und Logistik AG handles two-thirds of boxes that go via Hamburg, while operators at Antwerp include DP World Ltd. of Dubai and Hong Kong-listed Cosco Pacific Ltd. Li Ka-shing's Singapore-based Hutchison Port Holdings Trust runs three Rotterdam sites through its Europe Container Terminals unit. JadeWeserPort will feature a 1.7-kilometer quay able to accommodate four large container ships and cover an area the size of 500 football pitches. The terminal will have an initial capacity of 2.7 million standard boxes a year, and that could later double, making it Europe's fourth-biggest container port. Established as a naval base in 1869 by Wilhelm I of Prussia, Wilhelmshaven owes its status as Germany's only natural deepwater harbor to its position on the Jade Bight, a bay on the North Sea. The departure point for the High Seas Fleet before the Battle of Jutland in World War I, the town of 80,000 people also built the

Tirpitz, Europe's biggest battleship, and today ranks as Germany's largest naval base, second-largest army base and No. 1 oil port, its municipal website says. JadeWeserPort's position means that the distance from the open sea -- 43 kilometers -- is less than for most other container terminals in the region. Hamburg lies 110 kilometers from the ocean, while Antwerp is sited 80 kilometers up the Schelde River, extending transit times to shipping lanes. Wilhelmshaven's location 300 kilometers nearer the Baltic Sea than Rotterdam and 430 kilometers closer than Antwerp may also help win custom from companies that carry cargo onwards to the region on smaller ships, such as Marseille-based CMA CGM SA, Rederi AB TransAtlantic of Stockholm and Montagu Private Equity LLP's Unifeeder A/S, said ING Groep NV economist Rico Luman.

"The harbor's main advantage is its position on the coast," Luman said from Amsterdam. "While shipping companies in general will get an extra choice of where to drop off their containers, shippers to Scandinavia, the Baltics and Russia are most likely to benefit. Rotterdam has regained market share in those markets in recent years and this will probably now come under pressure." Competition will intensify amid looming overcapacity among container shippers and at terminals as economies slow, he said. While Wilhelmshaven has a prominent place in German naval history, it's less well known as a trading hub, and Eurogate has sought to publicize the port via an Asian "roadshow," lobbying shipping lines, logistics companies and politicians in nine cities in countries including China, Japan, Korea and Taiwan. Germany is increasingly reliant on Asian exports, the bulk of which, worth 71 billion euros in 2009, are moved by sea. That flow from companies such as Siemens AG is buoying GDP that grew only 0.1 percent in the second quarter as concern about the euro crisis and a global slump dulled demand at home.

Germany's export-driven economy has turned its harbors into major employers, with at least 450,000 jobs linked to Hamburg and the two Bremen ports, they estimate. JadeWeserPort plans to employ 1,000 people in the port and 1,000 in a logistics zone. Eurogate's Schiffer said JadeWeserPort won't strip trade from Germany's existing terminals, given an anticipated jump in overall cargo volumes, with the enhanced deepwater capacity actually more likely to safeguard industrial operations and services currently concentrated within the 70-kilometer radius that encompasses Hamburg, Bremen, Bremerhaven and Wilhelmshaven. "It's not a question of us taking something away," Schiffer said. "It's about maintaining our position." **Source: Bloomberg**



The **MOANA** seen outbound from Rotterdam loaded with wind turbine parts – **Photo : Ria Maat (c)**

Chinese patrol vessels head to Thailand to escort stranded sailors back

A group of Chinese patrol vessels set out for Thailand along the Mekong River on Thursday to escort the stranded Chinese sailors and ships back home, said local authorities. The patrol vessels, dispatched by the local public security bureau, left from Guanlei Port in southwest Yunnan province's Xishuangbanna Dai Autonomous Prefecture for Chiang Saen Port in Thailand, where 164 Chinese sailors as well as 28 cargo ships are currently stranded. The two attacked

vessels will remain in Thailand while the other 26 cargo ships will return to China via the Mekong River with the protection of China's patrol boats. Foreign Ministry spokesman Liu Weimin said Wednesday at a press briefing that China is working with Thailand, Myanmar and Laos to ensure the safe return of Chinese ships and sailors stranded in Thailand. The local maritime affairs department, customs and the quarantine department in Yunnan have made preparation for the return of the stranded personnel and cargo ships.

Twenty-nine family members of the 12 sailors who died after their ships were hijacked on the Mekong River on Oct. 5 have also left from Mohan Port on the China-Laos border Thursday. After their arrival, a memorial service was scheduled at the scene where the attack occurred, said one of the family members. The victims' families would identify the bodies in the local hospital.

The families of the deceased sailors from the Hua Ping ship will each receive 133,300 yuan (20,883.6 U.S. dollars) in compensation from China Continent Property & Casualty Insurance Company, while the families of the five insured victims on the Yu Xing 8 will each get 100,000 in compensation from the People's Insurance Co. of China. The Mekong River, known in China as the Lancang River, rises on the Qinghai-Tibet Plateau and flows through China, Myanmar, Laos, Thailand, Cambodia and Vietnam before spilling into the South China Sea. It plays a crucial economic role throughout the Greater Mekong subregion (GMS). Twelve Chinese were confirmed dead and one missing after two cargo ships, the Hua Ping and Yu Xing 8, were attacked and hijacked by an unknown group of armed men on Oct. 5 on the Mekong River. **Source : Xinhuanet**

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Above seen 12/10/11 some activity in Cork Harbour. The van Oord dredger **OSTSEE** passing Aframax tanker **ALFA BRITANNIA** while swinging off Whitegate Marine Terminal with the assistance of tugs **ALEX** (barely visible), **BREEDBANK** and **GERRY O'SULLIVAN** (not visible). **Photo : Aidan Fleming (c)**

IMO urges states to facilitate the passage of ships with armed guards

The **International Maritime Organisation , IMO**, has called on port and coastal states to “facilitate” the passage of armed guards and their weapons on merchant ships at risk of pirate attack. The circular agreed this week will have implications on the ability of shipowners to freely access the security provisions dictated by their risk assessments – and the moves appear to be a clear message that States should not to obstruct the increasingly widespread use of vessel protection detachments.

The IMO is trying to tread the fine divide between facilitating the use of armed guards, while not wishing to “endorse or institutionalize” their use. Many security providers see these moves as welcome news, and as many have struggled to legitimately provide the services demanded by clients, it seems that these IMO moves are a positive step to clarifying the procedures and rules towards for getting personnel and equipment in and out of various nation states. At its inter-session meeting of the (IMO) Maritime Security and Piracy Working Group of the Maritime Safety Committee, which held in London recently, the IMO called for member states to ‘facilitate’ the passage of ships with armed guards as a necessary means of combating piracy. **Source: Vanguard**



The **VOLCAN DE TABURIENTE** seen in Tenerife – **Photo : Ad de Kruijf (c)**

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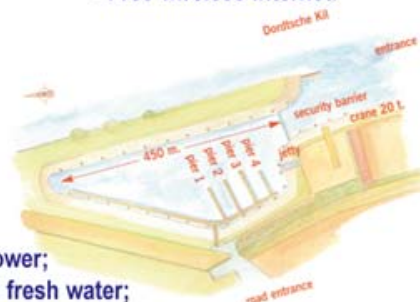
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P58 ARRIVED IN RIO GRANDE



The **PETROBRAS 58** arrived in Rio Grande October 11th where the tanker will be converted into a FPSO

Photo's : Marcelo Vieira ©



Pirates hijack Cape Bird tanker with Russians onboard

Nigerian pirates seized the Marshall Islands flagged tanker **Cape Bird** (the shipowner - COLUMBIA DEUTSCHLAND) with three Russian sailors from Novorossiysk, Seafarers Union of Russia said Wednesday. The **Cape Bird** was pirated on October 8th, 70 nautical miles off Lagos, Nigeria. The tanker has a mixed crew, including Russians, nationals of Georgia, Ukraine and Latvia, the Seafarers Union said in a statement citing an unnamed source. The shipping company has notified the seafarers' families about the incident. The shipowner and pirates have been in talks on release terms, the Union said. **Source : Port News**



The **LOUISA BOLTON** seen enroute Rotterdam – **Photo : Jan van der Klooster (c)**

Dry bulk carriers still leading the way in newbuilding orders

Despite the fact that the past week was a bit slow in terms of newbuilding ordering activity, mainly as a result of the Chinese National Day, which saw the country's shipyards shutting down for the week, newbuilding business jumped to 51 fresh new orders of a total deadweight of 1,966,629 tons, with bulk carriers leading the way with about 37% of the total volume, said Golden Destiny in its latest weekly report. According to the Piraeus-based shipbroker, "the newbuilding business is up by 4 % from similar week's closing in 2010, when 49 fresh orders had been reported with bulk carriers grasping 71.4% of the total ordering activity. In terms of invested capital, 46 orders reported at an undisclosed contract price with bulk carriers and offshore appearing the most overweight segments. In the bulk carrier segment, there has been again eager activity reported in all sizes with Chinese shipyards being on the frontline and some business also being revealed in the Japanese shipbuilding industry. An order came to light in the very large capesize segment for two units of 205,000dwt by Ship Finance Int of Bermuda placed in Yangfan Group of China at \$60 mil each for delivery in 2013" said the report. Similarly, "in the tanker segment, there were signs of activity this week with the MR sector making its presence again as Greek player, Consolidated Marine, has changed its order placed in Hyundai Mipo for two kamsarmax bulk carriers in two 52,000 dwt product carriers for delivery within 2012. Notable order was the placement of two shuttle tankers of 75,000dwt by Shanghai North Sea Shipping in Jiangsu Rongsheng for delivery in 2013 at an undisclosed contract price. In the multi-purpose liner sector, there have been strong investments with the placement of two container Ro-Ro units by French Line Delmas in Hyundai Mipo Dockyard and two multipurpose Ro Ro cargo ships by Norwegian shipowners Nor Lines at a Chinese shipyard powered by natural gas" mentioned Golden Destiny. Meanwhile, according to the shipbroker's report "in the container market, Turkish box ship operator Arkas has placed an order for two 2,900 TEU units at Chinese shipbuilder STX Dalian for delivery in 2013, which are considered to be the largest ever vessels ordered by the Turkish player. In the post panamax segment, CMA CGM is said to be in talks with Jiangnan Changxing and Dalian Shipbuilding Industry in China for the contracting of up to 20 boxship units of 9,000-10,000 TEUs, financed by China's Exim Bank. In the offshore sector, COSCO Nantong booked two versatile construction ships from TL Offshore, Malaysia for delivery in 2014. The owner is

a subsidiary of the Sapuracrest Petroleum group and will pay \$116.75 million for the first and \$110.25 million for the second unit. Furthermore, Shinan H.I., South Korea, having recently run out of work, booked four platform supply vessels from undisclosed interests for delivery between May 2013 and June 2014" concluded Golden Destiny. In a separate report, Clarksons mentioned that "as expected, this week has been rather quiet to say the least with the Chinese on National Day holidays all week. Following this period of rest and reflection it will be interesting to see how the Yards will approach the strategy for the last quarter of the Year and whether the story of the Chinese State Yards driving the pricing down will continue in dry and wet. With the continued development of new more economical designs in both wet and dry it will be interesting to see if this will help the Yards to tempt the owners to contract from the economically challenged countries in the West over the coming weeks. The joy for the Owners and the charterers of these new "eco" Vessels is that once delivered they typically can reduce bunker consumption by 10-20% against the Vessels being delivered today. With Bunker pricing currently in excess of USD 600 a tonne and no signs of an imminent let up it will certainly help the Owners have an easier job of fixing their ships against the ships currently on the water as will certainly be much more appealing!" concluded Clarksons. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



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POSH SEMCO SUCCESSFULLY DELIVERED ANOTHER FPSO



FPSO USAN .

29th April 2011, Contracted by HHI, 3 units of Posh Semco's big powered AHT tugs commenced the long haul towage of the **FPSO USAN** from Ulsan, Korea to offshore location, Nigeria via Cape of Good Hope. Upon arrival at the offshore site, the 3 towing tugs namely **Salviscount** 13,500BHP 165TBP, **Salvicero** 12,000BHP 157TBP and **Salvigilant** 12,000BHP 157TBP were re-configured as positioning tugs and assisted with heading control for the mooring installation of the

After an incident free journey, the **USAN FPSO** finally and safely arrived at the oil field location offshore Nigeria in record time of 86 days on 31st July 2011. After another nine weeks of continuous station-keeping and heading control, the **USAN FPSO** was

finally moored much to the satisfactions of our clients. The whole project was executed by Posh Semco within the procedure as written and our Clients were so satisfied with comments like "Let me use this opportunity to emphasize the excellent service provided by Posh Semco both during the tow and during the pre-mooring and mooring phases. Our big thanks to all the crews and the



Semco Team in Singapore" It was certainly a day to remember and one for the books as the professional services and efforts displayed by POSH Semco were well received and appreciated by our client.

Rena crew quit NZ for their 'safety'

Filipino authorities are rushing to send home most of the crew of the stricken container ship **Rena** amid concerns for their safety and public anger towards the Filipino community. 11 crew members were put on flights to the Philippines, leaving only six in Tauranga, including the captain and navigational officer, who are facing court charges over the ship's disastrous grounding. Members of the Tauranga Filipino community say they are feeling the wrath of locals outraged by the disaster, and the Philippines' representative in New Zealand is worried about the growing anti-Filipino sentiments. Shipping agent Mike Hodgins, who has been helping the crew since they evacuated their ship after it ran aground, said the Philippine Embassy was helping to send them home. "Only six are left. We cannot say where they are, to protect their safety," Mr Hodgins said yesterday. As the crew left New Zealand, the managing director of the Greek shipping company Costamare - which owns the **Rena** - apologised to the people of Tauranga and New Zealand

over the environmental disaster. "We want to say that we are deeply sorry for the situation that has arisen and the threat you are now facing from fuel oil from the vessel washing up on the beaches in your beautiful part of the world," Diamantis Manos said in a video, reading off an autocue. "It is our ship that went aground and we apologise without hesitation for what has happened."



But Tauranga Mayor Stuart Crosby believed the video apology was not good enough and said: "I think the chief executive should come here to our city." From the air yesterday, debris from the **Rena** could be seen strewn across the Bay of Plenty as tug boats tried to corral containers that had tumbled from the vessel. Fuel oil from the ship has created a slick that appeared to be spreading in clumps over the bay. The heavy black toxic oil is washing ashore, despoiling holiday beaches and killing wildlife.

Filipinos in the Bay of Plenty say that since it was revealed that crew on the **Rena** were from the Philippines, they have felt the wrath of the public. "People are passing remarks like, 'They must be relatives of yours'. You know it's not a joke because you can feel the negative vibes," said Daisy Pascuade Groot, a business

owner in Mt Maunganui. "People should understand that one man's fault shouldn't be seen as everyone's fault." Ms Pascuade Groot said even hotels she contacted trying to find where the crew members were staying, so she could offer assistance, hung up on her. Another Filipina, who did not wish to be named, said she sensed a "growing anti-Filipino feeling" in the Bay of Plenty. "One cyclist asked if I was Filipino, and when I said yes, he just gave me the finger and cycled off," she said. Anger over the toll of wildlife caught in the oil spill from the **Rena** is also being directed against Filipinos. "The **Rena** crew has murdered thousands of our native wildlife, and the community still want to help them? Unbelievable," said Kim Armstrong, a visitor from Britain whose sister lives in Tauranga. Philippines Embassy minister and consul Giovanni Palec, who is in Tauranga to assist the remaining crew members, said he was worried about the growing anti-Filipino sentiments.

"The incident is an environmental disaster that has caused an uproar, but people should understand that no one had wanted it to happen," he said. "We are concerned that it has given rise to negative perceptions on some Filipinos living here." Mr Palec said he would be meeting local Filipinos to discuss the matter and reassure them. Yesterday, he met crew members and their Costamare-provided lawyers, but would not comment on what they had discussed. Asked what he was told about what the crew had been doing before the grounding, Mr Palec said it was inappropriate to comment as this was now a subject of investigation. He confirmed that more than half of the crew had been put on flights home. "Those who have been determined to have no role in the grounding of **Rena** have been repatriated," he said. "Only six remain behind, and they are assisting with the investigations." The captain and navigational officer have been granted name suppression, and Mr Palec said the rest of the crew had also been granted "address suppression". A spokesman for Costamare said there were "no plans in the works" for anyone from the company to come to New Zealand. Mr Manos said he wanted to assure those affected by "these events" that the owners and managers of the **Rena** took their responsibilities seriously. No offer of payment was made. "We recognise that in due course, liability for what has happened will be determined in accordance with the relevant laws and international conventions," he said.

Under the Maritime Transport Act the civil liability to the ship's insurers is capped. Legal commentators say the maximum sum is \$14 million, and Prime Minister John Key has put the clean-up costs so far at \$12.1 million. The ship is insured for US\$4.2 billion for a single event, with a sub-limit of about US\$1 billion for a pollution event. Costamare is one of the world's leading owners and providers of container ships for charter and last year made more than \$443 million in profit. **Source : nzherald**

See also : http://www.youtube.com/watch?feature=player_embedded&v=pcZSLPG3t44

CASUALTY REPORTING

Boat Capsizes in Hudson



Photo : via Brian Fourier

The tugboat **HELEN PARKER** capsized in the Hudson River on Thursday afternoon, the Fire Department said. Three people were rescued from the water, none of them seriously injured, and no one is missing, the Fire Department said. The boat went down off West 50th Street around 4:30 p.m. and began drifting downriver, a department spokesman said. Ramon Martinez, an engineer with World Yacht, which operates on Pier 81, said he saw the vessel partially submerged shortly before 5 p.m. He described the boat as "a small barge" being dragged south along the Hudson River by the current. The vessel dipped into the water on an incline, he said, and was turned over, revealing part of its bottom. "Then it disappeared," he said. Source : THE NEW YORK TIMES

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SHIPYARD NEWS



Above seen Carisbrooke Shipping 10,568 Dwt Cargo “**UAL ANTWERP**” (146 x 18 m) on her 1st. Special Survey in Cernaal Shipyard Algeciras. **Photo : Enrique Pérez - Cernaal Shipyard ©**

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Diamond S Shipping Completes 30-Tanker Acquisition

Diamond S Shipping announced that it has completed the acquisition of 30 medium-range product tankers and related charters from Cido Shipping of Hong Kong. The product tankers, built between 2007 and 2010, are under long-term charters with a number of global shipping companies, including A.P. Moeller, d'Amico, Hyundai Merchant Marine,

Overseas Shipholding Group and ST Shipping. The tankers are being added to Diamond S' fleet of ten new buildings now under construction, with the first delivery scheduled for January 2012. A group of institutional investors led by WL Ross & Co. and First Reserve Corporation, and including China Investment Corporation, Fairfax Financial Holdings Limited, Morgan Creek Capital Management and PPM America Capital Partners, have committed almost \$1.0 billion of equity capital to Diamond S. Diamond S has also arranged \$1.075 billion of debt financing from a consortium of banks led by Nordea Bank Finland and DnB Nor Bank ASA. "With a powerful balance sheet and one of the youngest large fleets in the industry, Diamond S is uniquely positioned to be one of the world's leading crude and product ocean transportation companies," said Craig H. Stevenson, Jr., Chief Executive Officer of Diamond S. "We intend to take full advantage of increasing demand by major energy companies for environmentally secure, fuel-efficient vessels in the global fuel business," Stevenson added. "We see the global shipping industry as being in an inflection point," said Wilbur Ross, Jr., Chairman of the Board of Diamond S and founder of the WL Ross & Co. investment firm. "Well-capitalized shipping companies like Diamond S will see many opportunities as the industry consolidates and begins to recover to take advantage of growth in the Eastern hemisphere and rapidly changing demand dynamics in the Western hemisphere," Ross said. "We are pleased to support Craig in the successful execution of this next stage of expansion as he continues to build and diversify a best in class fleet," said Timothy Day, Managing Director of First Reserve Corporation. Headquartered in Greenwich, Connecticut, Diamond S Shipping is a global energy-focused shipping company. Diamond S has one of the youngest fleets of tankers concentrating on Suezmax and product carriers. The new buildings will be put in service over a 12-month period beginning in January 2012. **Source: Diamond S Shipping**



Above seen the **Black Marlin** in Singapore with the **B-312 Jack Up Rig** on board (former Seadrill's **West Juno**).

Photo : Gert van der Velden ©

LA September container imports decline 0.16pc, but exports up 26.6pc

THE Port of Los Angeles saw a weaker-than-expected September peak season container imports of 372,655 TEU, not only showing a decline of 0.16 per cent year on year, but also a contraction from August's 376,189 TEU import volume. But September exports grew 26.6 per cent year on year to 176,954 TEU, according to Newark's Journal of Commerce, reporting a slowdown in exports of four per cent month to month against August's 184,231 TEU. The fall of month-to-month figures in imports and exports indicate that the weak US economy has started to affect the purchasing power in those Asian emerging economies and a soft winter season is expected, said the report **Source : PortNews**



The **TEAM OMAN** seen outbound from Rotterdam – Photo : Ria Maat ©

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Vinalines, Japanese firms cut deal to build new port

Vietnam National Shipping Lines (Vinalines) on Wednesday signed a joint venture agreement with three Japanese logistics enterprises ITOCHU, MOL and NYK to build Lach Huyen International Port in the northern city of Hai Phong.

The project is divided into two sections.

Section A including the passage to the port, breakwaters and roads leading to the port is funded by Official Development Assistance (ODA) from Japan and reciprocal capital totaling US\$900 million under the format Public Private Partnership (PPP).

Section B, co-invested by Vinalines and the Japanese investors, is comprised of two berths with a length of 750 meters and water depth of 14 meters and a 22-hectare warehouse with all costing US\$321 million.

Nguyen Canh Viet, general director of Vinalines, said: "Sea freight in the northern region will likely amount to 60 million tons by 2015 and even to around 100 million tons by 2020. Thus, existing ports in the region cannot meet the fast-growing demand of sea transportation."

The presence of Lach Huyen port in the future will ease overloaded freight for the current ports as well as pave the way for a smooth flow of goods to other countries in Asian and around the globe, Viet continued. Vinalines expects that two berths of the port will be completed in 2016, which will allow for an annual throughput of six million tons of cargo. By 2020, the port construction will be completed with eight berths, making up the total sea transport throughput of 30 million tons of cargo a year.

Under the master plan of Vietnam's port system in 2011-2020 toward 2030, Lach Huyen is considered a key sea port linking the country with the world. **Source : The Saigon Times Daily**



The **SANTA CATARINA** seen enroute Rotterdam – **Photo : Henk van der Heijden (c)**

Reliability improves on Asia routes in peak season, says SeaIntel

SEPTEMBER on-time reliability was much improved from early summer with global reliability by ocean carriers up month on month to 66 per cent, said maritime analyst SeaIntel. Overall the trade lanes most improved were between Asia and Mediterranean head-haul, Europe to Asia and transpacific westbound back-haul with seven of 17 trade lanes increasing reliability.

Danish carrier Maersk outperformed all carriers at an 82 per cent on-time record, slightly down from Hamburg Sud at 81 per cent, a drop from 85 per cent, and MOL at 68 per cent from August's 68 per cent, reported London's Containerisation International. Maersk continued to take the top spot in eastbound transpacific trade lane with APL second and CMA CGM third at over 80 per cent on-time records. Evergreen, Yang Ming and "K" Line were marked at less than 40 per cent, a day later than advertised to shippers. On the Asia/Europe routes Maersk Line (1), "K" Line (2) and Yang Ming (3) were best performers while MSC, CSCL and Evergreen were the least reliable. October and November on transpacific routes are expected to represent a shift into winter season mode with withdrawal of services and increase in idle ships. The total number of vessels laid up increased from August's 130 to 156 creating a grand total of 335,000 TEU idle, four times as many as three months earlier when it came in at 75,000 TEU, according to Paris-based newsletter Alphaliner. **Source : Schednet**

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The **AGILE** which departed from Vlissingen Scheldepoort bound for Rio, returned to the yard was drydocked direct upon arrival - **Photo : Wim Kosten Sr (c)**

Wuhan to build Yangluo port area to serve middle and upper Yangtze

Wuhan plans to develop its Yangluo port area into a shipping hub in the upper region of the Yangtze River in the next five years, Xinhua reports. Yangluo is the core port areas of Wuhan and the only natural deepwater port in mid-Yangtze region to accommodate ships of 5,000 tonnes. After the phase 2 is completed, Yangluo port area will become the largest container port for middle and upper Yangtze. In the coming five years, Wuhan will speed construction of transport infrastructures around Yangluo and complete the Jiangbei Railway, Jiangbei expressway and a number of other expressways connecting the Tianhe airport and the city's expressway network. Meanwhile, the city will also upgrade its logistics information sharing platforms to enhance efficiency. Wuhan will also accelerate the building of Yangluo bonded logistics park to attract world-class companies. Wuhan's Xinzhou District party secretary Wang Shiyi, said Yangluo is going to focus on foreign trade, re-export and international transshipment and aims to become a hub for water-land, river-sea and water-rail intermodal services. **Source: shippinggazette**



The **TRANS CARRIER** seen enroute Amsterdam – Photo : H.Blomvliet ©

Saipem buys into Brazil

Saipem has agreed the acquisition of 100% of TPG (Terminal Portuário de Guarujá S.A.), a company which fully owns, as a perpetual concession, an area of 35 hectares in Guarujá, within the industrial hub of Santos, the largest port of South America, in the state of São Paulo, MarineLink reports. The area is strategically located, approximately 350 km from Santos Basin, the offshore Brazilian region where ultra-deep water pre salt fields are being discovered, and approximately 650 kilometres from Campos Basin, the other most important Brazilian offshore basin.

Saipem will develop the area through the construction of a fabrication yard, for subsea and floating structures, and of a logistics base. In the new yard, Saipem will carry out activities, which are complementary to the services provided by the highly specialized ultra-deep water fleet recently built by the company. The activities will satisfy the particularly ambitious Brazilian local content requirements in the high-tech industry of ultra-deep water subsea development. The new yard will cost approximately \$300 million, including the amount for the purchase of TPG, and is expected to be completed within two and a half years, in accordance with a timetable coherent with the use of the yard for the development of the pre salt fields Source : PortNews

APL again named best global ocean carrier

International maritime experts again named APL the world's best shipping line, and honoured it for outstanding innovation, Global Logistics Media reports. The Singapore-based container carrier received the Global Ocean Carrier of the Year award as well as the Innovation IT of the Year award here at the Containerisation International awards. An eight-strong judging panel selected APL from a field of finalists including Maersk Line, CMA CGM and Hyundai Merchant Marine.

It was the second time in three weeks the maritime industry has honored APL as the world's top shipping line. In September, it won the Ship Operator Award at the Lloyd's List global awards. "We're delighted to once more be recognized by industry peers for shipping excellence," said APL President Kenneth Glenn. "This is an affirmation of our focus on providing customers with schedule reliability and service integrity."

APL earned the Innovation IT of the Year award for its proprietary SMARTemp™ service. SMARTemp™ uses satellite tracking to continually monitor the temperature and humidity of refrigerated containers carrying sensitive cargo –

making oceanfreight a viable option for shippers with cargo traditionally moved via air. The awards are the latest in a series of honors given to APL during 2011. The others include:

- In June, the carrier was named Liner Owner/Operator of the Year by Seatrade Asia magazine.
- In April, APL was named best shipping line in both the Trans-Pacific and Asia-Europe trades at the Asian Freight and Supply Chain Awards.

APL is a global container shipping business offering more than 80 weekly services and more than 500 calls at more than 140 ports worldwide. It combines world-class intermodal operations with leading-edge IT and e-commerce. APL is a unit of Singapore-based Neptune Orient Lines (NOL), global shipping and logistics company. **Source : PortNews**



The **LAMNALCO LION** seen in Cape Town – **Photo : Aad Noorland ©**

S'pore Maritime Institute to kick off competition in April 2012

The Singapore Maritime Institute (SMI) will give a cash prize of US\$1 million in total to the person or entity that has the best proposal to plan, design and operate container ports. The US\$1 million will come out of the \$200 million that the Maritime and Port Authority of Singapore (MPA) committed to SMI when the latter was launched last year.

The competition - called the Next Generation Container Port (NGCP) Challenge - also offers up to \$5 million in research and development grants that might be given out as awards to 'selected teams'. Lui Tuck Yew, Minister for Transport and Second Minister for Foreign Affairs, noted how container ships have become larger over time in terms of twenty-foot-equivalent units (TEUs), rising from 6,000 TEUs to potentially more than 18,000 TEUs, when he announced the challenge yesterday. 'At the same time, safety, security and the need to put in place environmentally sustainable practices are putting more demands on port infrastructure; to say nothing of the need for space to accommodate growth,' he said, speaking at the SMI Forum.

'The Next Generation Container Port Challenge has therefore been conceived to dare participants from all over the world to look into the future, think beyond existing conventions and to submit radical new designs for the next generation of container ports.' The problem statement and competition document for the challenge will be released during Singapore Maritime Week (SMW) 2012, which will run from April 22 to 27 next year. Official registration will begin then.

Participants will be given six to eight months to submit their proposals, and the winner of the challenge will be announced the following year, during SMW 2013. It is open to all individuals, professionals, companies, tertiary institutions and research institutes, regardless of nationality. 'The Next Generation Container Port (NGCP) Challenge is one of the first major projects undertaken by SMI since it was set up. Beyond the NGCP Challenge, I am sure that SMI will continue to work on new programmes to develop Singapore as an international maritime research and development and knowledge hub,' said Lam Yi Young, MPA's chief executive.

Interested parties can visit www.maritimeinstitute.sg/portchallenge to receive updates.



The local tug **SB-3** seen in Bintan (Indonesia) waters – Photo : Piet Sinke ©

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.... PHOTO OF THE DAY



At anchor in Santa Ponsa Bay (Mallorca) having a well earned rest is the Dutch registered sailing ship **ATLANTIS**.
Photo : Tommy Bryceland, SCOTLAND (c)