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**The HYUNDAI LONG BEACH seen outbound in Vancouver harbour Oct 14<sup>th</sup> 2011**

**Photo : Robert Etchell (c)**

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## EVENTS, INCIDENTS & OPERATIONS



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The **STAR EVVIVA** seen enroute Rotterdam – Photo : Kees Torn (c)

## China urges investigation of Mekong attack

China's foreign ministry said it is working with Thailand, Myanmar and Laos to find a missing Chinese sailor after a deadly pirate attack on the Mekong River. The incident, put down to drug traffickers, resulted in the deaths of 12 sailors, apparently killed by the traffickers after a shootout with Thai river patrol authorities. China suspended its shipping on the Mekong River, fearful of further attacks, a report by China's state-run news agency Xinhua said.

The suspension has left 164 Chinese sailors and 28 cargo ships stranded in Chiang Saen Port in Thailand, an official from the Yunnan provincial government said. Out of 130 ships engaged in international shipping on the Mekong, 116 are operated by Chinese companies, the Lancang River Maritime Affairs Bureau told Xinhua. The attack was reported this week by Chinese and Thai media, saying the bodies of 12 Chinese crew members, believed to have been abducted and killed by drug traffickers who hijacked their boats, were found in the river near Chiang Saen. Many of the bodies -- two of them women cooks -- had their hands tied or handcuffed behind their backs, were blindfolded with adhesive tape or had been shot, photos the victims' relatives sent to the China Daily newspaper indicated. Local Thai anti-drug officers exchanged fire with men on boats on the section of the Chiang Saen section of the Mekong River. The drug



traffickers, who had hijacked the Chinese boats to smuggle their drugs into Thailand from Myanmar, are thought to have killed the crew, Thai Third Army Chief Wannathip Wongwai told the Bangkok Post newspaper.

Local authorities seized amphetamine pills worth around \$3.2 million from the boats, which also carried garlic, apples and fuel. Chinese Foreign Ministry spokesman Liu Weimin said, during a regular briefing in Beijing, the ministry and the government of southwest China's Yunnan province are in contact with Thai authorities to ensure the safe return of ships and sailors stranded on the river. Liu gave no other details of the incident, such as the size of the ships, their cargo and how many sailors were aboard.

The incident concerning the ships **Hua Ping** and **Yu Xing 8** is under investigation and rescuers continue to search for the missing sailor. The governments of the three countries will aid Chinese patrol boats heading for the ships stranded in Chiang Saen.

The 3,050-mile Mekong River -- called the Lancang River in China -- is the world's 10th longest river and an important commercial and agricultural asset to the countries through which it runs. Its source is high in Tibet and it flows through Yunnan province, Myanmar, Laos, Thailand, Cambodia and Vietnam to the South China Sea. Laos, Thailand, Cambodia and Vietnam set up the Mekong River Commission in 1995 to help manage flooding and agricultural issues in the river's massive flood plain, which encompasses most of Laos.

China and Myanmar became "dialogue partners" of the MRC in 1996. More than 50 people, all family members, arrived in Yunnan's Xishuangbanna Dai Prefecture to prepare to enter Thailand to identify the bodies, an official from the prefecture government said. The prefecture government is communicating with the family members and helping them process their visas, a report by China's state news agency Xinhua said.

"My father just came home for a short reunion during the National Day holiday. I did not know it would be the last time," said Qiu Jian, 29 and son of 58-year-old chief engineer Qiu Jiahai. "Rumors said my father was shot by drug dealers. I hope the authorities will find out the truth as soon as possible," Qiu said. Wen Daixu, the brother-in-law of Yang Deyi, the missing captain of the Yu Xing 8, said Yang has been a sailor for 18 years. He had his 18-year-old son with him on the boat and both are reportedly dead, Wen said. **Source : upi.com**



The **CMA CGM ALASKA** seen moored in Rotterdam Caland canal after the collision with the **PANTONIO**  
**Photo : Arie van Zoomeren (c)**

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# NEXUM

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The **MAERSK PENANG** seen at the Westerscheldt River – Photo : Walter de Groot ©

## Tanker fixtures higher, but not enough to boost earnings on oversupply issues

The latest monthly report from OPEC, covering the month of September offers a pretty solid picture on one of the major issues plaguing the tanker industry, that of tonnage oversupply as currently it seems that too many ships are competing for cargoes. Even though the latter are rising, they aren't even close enough to meeting supply. According to preliminary data, OPEC spot fixtures rose by 0.4 mb/d to stand at 11.52 mb/d in September following a decline in the previous month. The gain in fixtures registered this month is mainly supported by the increase in Asia requirements as refineries partially returned from maintenance, despite the loss of Western requirements. Compared to the previous month, Middle East to East gained 0.9 mb/d to stand at 5.71 mb/d and Middle East to West declined by 0.22 mb/d to stand at 1.67 mb/d. However, global fixtures fell 1% or 0.12 mb/d compared to a month earlier to stand at 16.21 mb/d. Compared to a year ago, global fixtures lost 0.10 mb/d and OPEC fixtures gained 0.21 mb/d.

According to preliminary data, OPEC sailings gained 90 tb/d to stand at 22.67 mb/d in September, mainly driven by Middle East sailings. However, compared to the same month last year, OPEC sailings lost 0.53 mb/d in September.

Initial estimates indicate that European and West Asian arrivals gained 0.66 mb/d and 0.19 mb/d respectively to stand at 12.31 mb/d and 4.68 mb/d. US and Far East arrivals decreased by 0.44 mb/d and 0.12 mb/d to stand at 8.67 mb/d and 8.18 mb/d. Lower seasonal demand was partially behind the decline in US arrivals, while lower Japanese imports were the main factor for the Far East decline, due to better weather conditions and lower requirements.

In September, the spot tanker market continued to be under pressure in all sectors. Increasing tonnage supply on the back of new tanker deliveries was behind the fundamental weakness of tanker rates. Lower seasonal demand in the West of Suez and declining floating storage added further pressure in September, despite reasonable liftings in East of Suez as refineries returned from maintenance. In the dirty market, VLCC spot freight rates declined 5%, Suezmax decreased 3% and Aframax dropped 8% in September compared to last month. Following the same pattern, East of Suez edged down 3% and West of Suez declined 2% in the clean tanker segment on tonnage availability, limited requirements as well as closing arbitrage. Compared to the same period last year, September VLCC, Suezmax and Aframax average rates were down 10%, 2% and 3% respectively in nominal terms. However, East of Suez and West of Suez clean tanker rates gained 4% and 8% respectively, during the same period.

In the VLCC sector, spot freight rates declined for the seventh consecutive month to close at WS41 points, down 5% compared to the previous month. Both Middle East to East and Middle East to West spot freight rates decreased by 6% and 5% respectively on fresh tonnage supply from new vessel deliveries, despite a reasonable liftings gain towards Asia. Lower US crude imports from the Middle East due to seasonal demand added further tonnage supply and further pressured West of Suez spot freight rates. The decline in both Middle East to East and Middle East to West spot freight rates added pressure on West Africa to East spot freight rates, which closed down 2% in September compared to last month. The weaker VLCC market was driven by fleet deliveries, declining floating storage and lower seasonal demand that left many ship owners to operate below break-even cost and consider laying-up vessels. The Suezmax sector followed the same trend as the VLCC sector and declined 3% in September compared to the previous month. Continuing fresh tonnage supply, spillover effects from the VLCC sector, as well as the continuing problem of the Buzzard field production in North Sea all influenced the Suezmax sector and rates declined in response. These factors weighted mainly on Northwest Europe (NWE)/US Gulf Coast spot freight that dropped 9% in September compared to the previous month. However, West Africa/US Gulf Coast spot freight rates edged up 2% as some refineries returned



from maintenance. Compared to the same month last year, both NWE /US Gulf Coast and West Africa/US Gulf Coast spot freight rates showed the same pattern in September with the latter increasing 6% and the former decreasing 9%. The Aframax segment in the dirty market followed the same path as VLCC and Suezmax. Average Aframax spot freight rates lost 3% in September compared to the previous month and remained flat compared to the same month last year. East of Suez Aframax from Indonesia to East spot freight rates declined by 6%, driven by limited requirements and tonnage availability. In West of Suez, Caribbean/US East Coast spot freight rates lost 19% compared to last month, the lowest level in more than two years, mainly on lower trades, higher tonnage supply and bad weather conditions. Mediterranean/Mediterranean and Mediterranean/ NWE Aframax spot freight rates dropped 2% each. The decline on the Mediterranean market was mainly attributed to lower North African and Mediterranean tonnage requirements. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The **HENDRIK-S** seen in Ijmuiden – Photo : H.Blomvliet ©

## Huis Ten Bosch gets its ferry

The Japanese theme park in Sasebo has eventually secured a ship to provide international visitors. Acquired from Greece, the former **IONIAN KING** will start sailing between Nagasaki and Shanghai early next year. It has been reported in these columns that the owners of the theme park, Huis Ten Bosch, has been looking for a ferry with high standard and good car deck intake. The **IONIAN KING** was built as **FERRY LAVENDER**, incidentally for a Japanese ferry owner. She will now be renamed **OCEAN ROSE**. It was reported only a month ago that she was already renamed **VICTORY STEP**.

She was reported sold to Japan already in April, at a cost of EUR 18.5 million, however the subsequent earth-quake and tsunami had a devastating effect on Japanese tourism. She therefore remained in Greece over the summer. The 1991-built ferry is 192,9 m long, 29,4 m wide with a capacity of 2.000 passengers (of which 572 in beds) and with 452 cars or 1.860 lanemetre capacity. **OCEAN ROSE** has arrived in Singapore already, and will be refurbished at Sasebo Heavy Industries where she will arrive November 6. **Source : shippax.se**



# Seamanship

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The **BRO GARLAND** seen approaching IJmuiden , enroute Amsterdam **Photo : Simon Wolf ©**

## Maersk's Smith Sees 'Difficult Trading' for Shipping Companies

Tim Smith, chief executive officer for North Asia at Maersk Line, comments on the outlook for the container-shipping market in an Oct. 12 interview in Shenzhen. Maersk Line is a unit of Copenhagen-based A.P. Moeller-Maersk A/S.

**On the outlook for rates:**

"For the next year, it will be a difficult trading situation for shipping companies. I am not sure if it's going to get worse, because on some routes, freight rates are already very, very low. I can't see anything that's going to happen in a very short term which will make it massively better."

**On cargo demand:**

"We don't see any dramatic change to the current situation, which is relatively mature growth in the U.S. and Europe. There will still be some increase in demand, but it will not be fast, and we see more growth to the emerging markets -- Africa, Middle East, South America, those places. If we look at this year, actually, demand is not that bad."

**On vessel orders:**

"We want to have the most efficient tonnage, the lowest environmental footprint. The way to do that is to make sure we have a modern fleet, and we want to get the best economy of scale. "We are responsible in our ordering. Some of our competitors are ordering much, much more relative to their size. We'll continue to invest in new ships which make sense." **Source: Bloomberg**



The **FRI SKIEN** seen enroute Amsterdam – **Photo : Marcel Coster ©**



## Oil leak found in China's Bohai Bay oil field

Chinese offshore oil and gas producer CNOOC Ltd. says it has suspended operation of an oil platform after finding a leak in one of its oil fields in the Bohai Bay. It is the latest in a series of offshore spills in the Bohai Bay that have raised an outcry among fishermen and environmentalists. CNOOC said in a statement on its website Saturday that an oil slick was discovered Friday near the [Jinzhou 9-3 West oil field](#).

It says investigations show that a ship doing construction work damaged an oil pipeline at the bottom of the sea. CNOOC estimated that about 0.38 cubic metres of oil was leaked. It says the platform shutdown will reduce CNOOC's output by 1,600 barrels of oil a day. **Source : NZHerald**



The [FAIRPLAY 23](#) and [FAIRPLAY 27](#) seen passing Maassluis – **Photo : Peter vd Hoff (c)**

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## Interim contract awarded for Scottish coastguard tugs

Two tugs are to be brought back into the service of the Maritime and Coastguard Agency (MCA) under a newly-awarded three-month contract. The **Anglian Monarch** will operate from the Western Isles and **Anglian Sovereign** will cover the Northern Isles. The UK government withdrew the tugs to save costs and said the industry should take responsibility for salvage. However, it committed to a one-off payment of up to £3m to cover the cost of tugs for Scotland for three months.

The vessels are owned by Invergordon-based JP Knight, which provided the coastguard with tugs until the contract ended last month. The **Anglian Sovereign** was expected to reach Shetland on Saturday morning and the **Anglian Monarch** should be in Stornoway by Sunday night. Over the next three months the Scotland Office will seek to find a longer term arrangement for emergency towing vessel (ETV) cover.



The **ANGLIAN SOVEREIGN** – Photo : Iain Forsyth (c)

Scottish Secretary Michael Moore said: "Ministers are working hard to try and broker a deal for 2012 and beyond and I will chair a meeting of the ETV group in Edinburgh on Monday to take this work forward urgently.

"I am confident we can work towards a long-term solution for the ETVs and we will be working with a wide range of stakeholders, including the oil and gas industry, towards that goal." Rural Affairs and Environment Secretary Richard Lochhead said: "I am pleased, and maritime users will be relieved, that Scotland's emergency tugs are now back in service. "This was the right decision for the UK government to make to ensure there was not a dangerous gap left in our rescue services. "It is vitally important a long-term solution is now found."

Western Isles SNP MSP Angus MacNeil welcomed the announcement. But he added: "Why has it taken the UK government a fortnight to put this interim contract in place, this is something that should have been arranged before the contract ended on the 30th of September. "I would hope that the UK government are now working hard to ensure that there will be future cover in the Western and Northern Isles after this interim contract comes to an end."

The convener of Orkney Islands Council, Stephen Hagan, confirmed he would be taking part in the multi-agency discussions on the long-term future of emergency tug cover. He said: "As a council we will be keeping up the pressure to maintain tug cover for the Highlands and Islands, to protect our coastline, our communities and the seas around us.

"It is vital that these powerful tugs are stationed in the Northern and Western Isles on a long-term basis." **Source : BBC**



## NAVY NEWS

# SOUTHAMPTON ENROUTE BREAKERS



The former Royal Navy type 42 destroyer **HMS Southampton** departed from Portsmouth for the last time on 14th October bound for Aliaga for scrapping. She was towed out of the harbour by the local Serco-Denholm harbour tugs **SD Bountiful** and **SD Indulgent**. Outside the harbour the Panamanian flagged tug **Pantodynamos** (the Former **Fairplay XIV**) was waiting to take her to Aliaga.

Photo's : Chris Brooks  
[www.ShipFoto.co.uk](http://www.ShipFoto.co.uk) (c)

## Aleksandr Nevsky ready for the White Sea

**Second nuclear-powered missile submarine of the Borey-class starts sea trails in the next few days.**

The submarine has passed mooring trails and the decision to start sea trails was taken by the Russian navy and the construction yard Sevmash on September 30, reports Lenta. After completing sea trails in the White Sea, the submarine will be transferred to the Pacific fleet. No date is yet set for the transfer to the Pacific fleet.

The construction of "**Aleksandr Nevsky**" started in 2004 and the submarine was commissioned in 2010. "**Aleksandr Nevsky**" is the second Borey-class strategic nuclear-power submarine to be commissioned. The first, "**Yury**

**Dolgoruky**” completed its sea trials earlier this year and is said to be transferred to the Pacific fleet in December, as previously reported by BarentsObserver.

“**Aleksandr Nevsky**” is a modernized version compared to “**Yury Dolgoruky**.” In the Pacific, the Borey-class will replace the older Delta-III class strategic missile submarines. There are currently two more Borey-class submarines under construction at the Sevmash yard in Severodvinsk. The submarines are named “**Vladimir Monomakh**” and “**St. Nicholas**.” Source : BarentsObserver



Above seen the German Navy Gepard Class (Type 143A) Fast Attack Craft – Missile Vessels **FGS HYANE P6130** followed by **FGS ZOBEL P6125** approaching Grand Harbour, Malta on Thursday 13th October, 2011.

Photo : Cpt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) (c)

## Indian navy plans major expansion in manpower, shore-based infrastructure

The Indian Navy is planning a significant expansion in its manpower and shore-based operational and technical infrastructure in the coming years, in keeping with its warship, submarine and aircraft induction projects over the next 15 years. During the naval commanders' conference which concluded on Friday, Admiral Nirmal Verma said the "primary challenge" confronting the force was to balance its building of resources and "human capital" with "requisite strategy" to ensure rapid responses to the full spectrum of operations. Navy's ongoing warship, submarine and maritime aircraft acquisition programmes as well as other projects in the pipeline will together cost upwards of Rs 3,00,000 crore, as was reported by TOI last month.

The force, for instance, already has 50 ships "on order", which includes aircraft carrier **INS Vikramaditya** (refitted **Admiral Gorshkov**) and three Talwar-class stealth frigates being built in Russia. The rest, being built or planned in domestic shipyards, include the indigenous aircraft carrier, six submarines, seven guided-missile destroyers and four anti-submarine warfare corvettes, among others. The plans become crucial since India is competing with China for the same strategic space in the Indian Ocean Region, even as its primary area of geopolitical interest expands beyond the Persian Gulf-Malacca Strait construct. Navy will, of course, need much larger manpower than the existing 60,000 uniformed personnel, including around 8,000 officers, an expanded Karwar naval base in coastal Karnataka as well as



new forward operating bases, operational turnaround bases and naval air enclaves on both the mainland as well as island territories.

Towards this end, the Phase-II expansion of the strategically-located Karwar base at a cost of around Rs 13,000 crore is all set to get the final nod from the Cabinet Committee on Security. After its completion, Navy will be able to base 27 major warships there against 11 at present. Incidentally, from 2013 onwards, all new naval officers will be armed with B.Tech degrees since the force holds that an unprecedented advancement in warship technology and their state-of-art weapons and systems has taken place over the last decade.



The Indonesian Navy patrol vessel **GALANG** seen patrolling the Bintan waters – Photo: Piet Sinke (c)

## **PCU Mississippi Takes Major Steps Toward Completion**

Marking Navy's 236th birthday, Pre-Commissioning Unit (PCU) **Mississippi (SSN 782)** achieved another milestone as the Virginia-class submarine floated for the first time in its dock at General Dynamics Electric Boat Oct. 13. Officially commemorating the event, **Mississippi's** ship sponsor Allison Stiller accepted Electric Boat's invitation to turn the controls to let the water flow to float the submarine.

"To witness **Mississippi** moving from the land where she's been built since Electric Boat and Huntington Ingalls Industries first bent steel to begin her construction in February 2007, to the water, her permanent home, was truly exciting," said Stiller, deputy assistant secretary of the Navy for Ship Programs. "I turned the valve to start the water flowing into the dry dock and around the hull of the boat, and **Mississippi** was floating. Now, the builders and crew are ready for the final push in the construction timeline."

In mid-August of this year, Stiller visited PCU **Mississippi** and her crew to check the progress of the Virginia-class submarine. "I've been fortunate to be part of other milestones for **Mississippi** and her crew, my initials are on a metal plate welded inside the hull from the keel-laying ceremony in June 2010 and I visited with the wonderful officers and crew this past August to see how the boat was progressing," said Stiller. "Every time I see this boat, I am amazed again by the skilled work that goes into building such a complex fighting machine."

Cmdr. John McGrath, commanding officer, **PCU Mississippi**, emphasized teamwork was necessary to accomplish the submarine's latest milestone. "This latest milestone could not have been possible without the close partnership and teamwork between the U.S. Navy and its shipbuilding partners," said McGrath. "Today's on schedule float off showcases how we continue to set the standard as the world's preeminent submarine force."

Virginia-class submarines are built under a unique teaming arrangement between General Dynamics Electric Boat and Huntington Ingalls Industries - Newport News. The contract to build **Mississippi** was awarded to Electric Boat Jan. 1, 2004. Construction began in Feb. 19, 2007. **Mississippi** is the fifth Navy vessel to carry the name of the Magnolia

State. **Mississippi's** christening ceremony is scheduled for Dec. 3, which is one step closer to her commissioning, scheduled for 2012. Source : Defpro

## SHIPYARD NEWS



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Curacao Coastguard cutter 'Puma' seen ready to leave the 'Beatrixdok' at ADM Willemstad after drydock.

Photo : Peter van Leeuwen - Curacao Pilots Org ©

## Ceremony marks start of Barrow submarine work

**A HOST of VIPs witnessed a milestone in the construction of the fifth Astute submarine.**

The keel laying of **Anson**, the fifth Astute-class submarine being built by BAE Systems Submarine Solutions in Barrow, marks the first major milestone in the boat's construction. Ulverston Victoria High School Band performed a series of uplifting songs while crowds of schoolchildren furiously waved Union flags throughout the ceremony.



The keel laying was performed by Gerald Howarth MP, minister for international security strategy, who stepped in for the under-fire defence secretary Liam Fox. John Hudson, BAE Systems Submarine Solutions managing director, said: "It is a shame Dr Fox couldn't be here but we are delighted to have the minister here, he's very enthusiastic."

One shipyard employee who played a key role at the keel laying was award-winning apprentice welder, Tom Milson.



The 19-year-old, who started working for BAE when he was 16, presented a gift to Mr Howarth to mark his visit to Barrow. Mr Milson said: "It's a great privilege to be part of the ceremony and the gift we're presenting to the minister is one of my welds set in a piece of slate." Others present included Councillor John Murphy, Barrow's mayor, representatives from Furness Enterprise and George Beveridge, managing director at Sellafield and chairman of Cumbria's Local Enterprise Partnership.

During his speech, Mr Howarth said: "I am delighted and thrilled to be here. This is a critical milestone." The ceremony took place inside the Devonshire Dock Hall, with hundreds of shipyard employees downing their tools to watch. As Mr Howarth pulled back the red velvet curtains, a giant Union flag was raised to reveal the keel section of Anson.

The submarine will be named **HMS Anson** after the Admiral of the Fleet George Anson 1697-1762, famous for his circumnavigation of the globe and his role overseeing the Royal Navy during the Seven Years War. The seven Astute-class boats planned for the Royal Navy are the most advanced attack submarines ordered by the Ministry of Defence, with improved firepower and communications, and the ability to operate stealthily for extended periods. Dr Fox cited logistical problems for being unable to attend the ceremony. The Ministry of Defence denied the change of plan was because of increasing pressure on Dr Fox over his friendship with lobbyist Adam Werritty.

A series of allegations have surfaced over the unusual involvement Mr Werritty had in brokering meetings for the cabinet minister, as well as the access he enjoyed to government, despite having no formal parliamentary or Whitehall role. Source : nwemail

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## Great Lakes Shipyard starts construction of 69 ft work boat

Great Lakes Shipyard, Cleveland, Ohio, has laid the keel of a 60-foot work boat for the Port of Milwaukee. The city of Milwaukee, Wisconsin awarded the contract in June 2011. The vessel is scheduled for completion by the end of this year. Designed by Jensen Maritime Consultants, Seattle, Wash, the vessel's capabilities will include general harbor work, icebreaking, salvage and dive operations. The stem and hull shape will be strengthened to optimize performance in ice. Powered by a single 405 HP Cummins QSK11 Tier II diesel engine, it will have a maximum speed of 10 knots.

Great Lakes Shipyard, a division of The Great Lakes Towing Company, operates a full-service shipyard specializing in new construction, repairs, and modifications of all types of workboats and barges. An expansion project now well underway at its Cleveland location is now well-underway and includes a new state-of the-art 770-ton Marine Travelift; the largest on the Great Lakes, second largest in the Western Hemisphere, and the third largest in the World.

Current projects include the drydocking of Erie's flagship, the US Brig Niagara and contracts with SEACOR Holdings, Inc. to build two tugs for operations at the Hovensa Oil Refinery in St. Croix, U.S. Virgin Islands. **Source : MarineLog**

## ROUTE, PORTS & SERVICES

# NETWAVE acquires RUTTER INC.'s Voyage Data Recorder Division



**NetWave Systems B.V.** ("Netwave") of the Netherlands acquired the **Voyage Data Recorder** ("VDR") division of **Rutter Inc.**, a public company from St. John's (Canada) ("Rutter"). Parties concluded agreements whereby NetWave, also a manufacturer of VDRs for seagoing vessels and offshore installations, will manufacture Rutter™ VDR-100G3 systems as well as support and service all earlier models of Rutter™ VDRs on a world-wide basis. After a transition period, during which Rutter Inc. will continue to manufacture the current VDR-100G3 product line for NetWave, NetWave will be

manufacturing this product line from their manufacturing locations in Europe.

To accommodate the Rutter™ VDR related sales & service responsibilities with immediate effect, NetWave has expanded its 24/7 customer service department in the Netherlands, from where it will continue to provide support, training and certification activities, including those required for all existing Rutter™ VDR products and the new (formerly Rutter) VDR-100 G3 products manufactured by NetWave. Spare Parts for both brands will continue to be readily available from distributors and NetWave locations in Rotterdam, Singapore, and Houston.

With NetWave's continued manufacturing of the current Rutter™ VDR product line and the consolidation of the two VDR manufacturers' service activities, existing Rutter and NetWave customers will benefit from the largest (with almost 900 trained and certified engineers) VDR service-network in existence along world-wide shipping routes. With over 5500 vessels currently equipped with VDR solutions provided by either NetWave or Rutter, NetWave has now become the world's primary manufacturer of Voyage Data Recorder systems as well as so called 'Final Recording Medium' capsules, which have also been delivered to other manufacturers under their proprietary brands.

### According to Rob Post, CEO and President of NetWave:

"VDRs have been the foundation and focus of NetWave since 2005, and it's no secret to market-insiders that Rutter and NetWave have always had a successful OEM relationship with the 'Final Recording Medium' capsules being developed and manufactured by NetWave. We have always been very proud of being a key supplier to Rutter, after all the very first, and today's foremost market leader in VDR technology. The fact that Rutter have now sold their VDR business and thus entrusted service to their VDR customers, as well as the future of the Rutter VDR product lines to NetWave is a rewarding recognition of our efforts over the past 8 years. With this consolidation we accept a leading position in the VDR market and it is our eminent role and objective to provide customers who have relied on Rutter or NetWave VDRs with a sound upgrade path to comply with future regulations. With obligatory ECDIS and Bridge Navigational Watch Alarm Systems at the horizon and new IMO regulations and IEC Performance Standards for VDRs expected soon, our customers rely on us to provide cost-effective upgrade paths with extended data recording capabilities and new functionality. Combining the proprietary technologies of both companies in new developments and servicing the largest number of deployed VDR systems on the fleet today will allow us to continue to serve the market with profound and cost-effective solutions. Ship-owners are becoming increasingly aware of the importance of a VDR manufacturer's capability to provide an extensive service network all over the globe. This is especially important for



'detainable' items like VDRs, also requiring the Annual Performance Test to be re-certified by the manufacturer. With this new consolidation in place, NetWave have not only strengthened the foundation for the ongoing development for the new generation of VDR products, but, with 300 service partners and 900 Rutter and NetWave trained and certified engineers along the major shipping routes, the most cost-effective service network in the VDR arena."



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The **CAP ROBERTA** seen outbound from Rotterdam – Photo : Ria Maat ©

## Star Bulk Enters Into a One-Year Time Charter Agreement for the Star Theta

**Star Bulk Carriers Corp.**, Friday announced that it has entered into a time charter contract with Cargill International S.A ("Cargill") for the vessel **Star Theta**, for a duration of approximately one year, at a gross daily rate of \$14,100. The **Star Theta** is a Supramax vessel of 55,425 dwt built in 2003. The new contract will contribute a minimum of \$4.5 million to a maximum of \$5.6 million in gross revenue. The vessel is expected to be delivered to Cargill in October 2011.

Star Bulk is a global shipping company providing worldwide seaborne transportation solutions in the dry bulk sector. Star Bulk's vessels transport major bulks, which include iron ore, coal and grain and minor bulks such as bauxite, fertilizers and steel products. Star Bulk was incorporated in the Marshall Islands on December 13, 2006 and maintains executive offices in Athens, Greece. Its common stock trades on the Nasdaq Global Market under the symbol "SBLK."

Currently, Star Bulk's fleet consists of fifteen dry bulk carriers, including six Capesize vessels, eight Supramax vessels and definitive agreement for the construction of one Capesize vessel. The fleet has a combined cargo carrying capacity of 1,626,721 deadweight tons. The average age of our current operating fleet is approximately 11 years.

Source: Star Bulk Carriers Corp.



The **SEA WAY STAR** seen arriving in Willemstad (Curacao)

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



## Dockwise Vanguard books second journey for delivery in 2013

Dockwise Ltd. announces its second project for the new-build vessel **Dockwise Vanguard**. Directly following the transportation of the **Jack & St. Malo platform** to the Gulf of Mexico in 2013, the **Dockwise Vanguard** will return to Korea to load and transport the **Goliat** floating, production, storage and offloading vessel [FPSO] to northern Norway.

The investment decision for the construction of the Dockwise Vanguard has facilitated technical optimization of the production platform, whereby the change offers benefits to the **Goliat** project with respect to transit time and transportation flexibility. The financial result from this contract and the hereby announced change order confirms the earlier made financial prognosis for the vessel in its first year of operation. Aiming at further assignments for this period Dockwise continues to strive for enhanced revenues compared to its initial plan. The **Goliat FPSO** will be operated by Eni for oil production of the Goliat field located offshore Northern Norway in sub-arctic conditions. The platform is designed as a fully integrated and enclosed winterized floating production platform (FPSO). André Goedée, Chief Executive Officer, Dockwise Ltd, said: "The Vanguard is already adding unique capacity and new flexibility to the Dockwise fleet. This is of particular value for clients with the most challenging assignments. In case of today's announcement we created an opportunity for the client to optimize the project execution schedule with a flexible and robust solution for the transportation of the **Goliat FPSO** from Korea to Europe. We consider this another strong



endorsement of Dockwise's decision to invest in a major new-build asset ahead of the surge in demand for Transport & Installation projects in the next decade."



Flat barge "Comarco C231" entering the Exposed Beach Operating System (EBOS) in **Moma Sands Mining project**, Mozambique carrying 148 mining pontoons and equipment for delivery across the exposed beach.

Photo : Philip Fay - [www.comarconet.com](http://www.comarconet.com) ©

## Tug leaves Sydney but ship still stuck

The Greek tugboat that lost the **MV Miner** left Sydney on Thursday, days after the province ordered its captain to get the old bulk carrier it was towing off Scatarie Island. The **Hellas** was towing the Miner when a line snapped on Sept. 20. The Miner, which was due to be scrapped, has been stuck on the shoreline ever since.

The province is suing the owner of the Hellas for damages caused by the tug. The tug was being detained in Sydney harbour, but a government spokeswoman said the Hellas posted a security of more than \$1 million — the value of the tug — on Thursday. Karen White, spokeswoman for Nova Scotia Environment, said the captain of the Hellas was served with a removal order under the Crown Lands Act on Tuesday. She said the same order would be served to the owners of the **MV Miner**.

Both groups are required to give the Department of Natural Resources details of their removal plan. There was no word on how long they have to comply. The province has been looking for ways to have the damaged ship removed from the island. Premier Darrell Dexter has been pushing the federal government to step in and take responsibility, arguing that it wasn't the province that organized and approved the overseas delivery.

"We are the innocent victims here," he said. "We were just unlucky enough to be in the tow path of that vessel and we shouldn't have to be responsible for this, but yet here we are. We accept we have an inherent responsibility to protect our own shores." Dexter said the damaged vessel will have to be taken out of the area in pieces and that could take months. "We just expect the federal government to acknowledge that they also have a responsibility," Dexter told CBC News Thursday. But two federal departments said Wednesday that their work is done.

Federal Transport Minister Denis Lebel said his department is responsible for ensuring waters are safe for navigation, and the old bulk carrier is not a hazard to navigation. Keith Ashfield, minister of fisheries and oceans, said the fuel and oily waste have been removed from the ship and there is no sign of contamination. The Canadian Coast Guard paid the bill to remove 10,000 litres of marine diesel oil, lubricants and oily waste water. But the salvage company that did the work said the ship is so damaged that the only way to remove it is to cut it up in pieces, which could cost millions of dollars.

Aldo Chircop, director of the Marine and Environmental Law Institute at Dalhousie University, said federal legislation gives the transportation minister the discretion to take further action. He said the Navigable Waters Protection Act gives the minister "a fair bit of power." "The minister may cause a wrecked vessel or part of a vessel resulting from wrecking, sinking, partial grounding, etc. to be secured, removed or destroyed in the manner that the minister considers appropriate," Chircop told CBC News. Chircop said normally responsibility for a vessel falls to the owner, not



the towing company. He said he would look at the contracts the ship was under when it was being towed and the insurance policies it carries. The [MV Miner](#), formerly known as the [MV Canadian Miner](#), was on its way to Turkey to be scrapped when the line broke. No one was aboard and the ship was not carrying any cargo. Source : CBC



Above and below seen the first project executed by the [Niccolo Machiavelli](#), the last unit out of a series of 4 newbuilding cuttersuction dredgers built in Croatia for Jan de Nul, as seen the dredger working in hard rock formation at the [Molfetta project](#) in Italy which was completed in 3 weeks

Photo's : Crew [Niccolo Machiavelli](#)



## Vehicles carrier delivers to Ust-Luga Toyota and Lexus cars

Ocean-going vehicles carrier [Durban Highway](#) from the port of Nagoya called today, Oct. 14, at the Russian port of Ust-Luga. The ship laden with 2,688 autos of Toyota and Lexus carmakers docked at Ust-Luga multipurpose terminal 'Yug-2', the JSC Ust-Luga said Friday.

The ship is the first of three ocean-going ships that are expected at the port this October and November. The ship arrival directly from Japan is associated with a surge in Toyota car supplies in Russia. Since now, the line will be served by feeder vessels and ocean-going ships. [MV Grand Mercury](#) was the first ocean-going ship that arrived at the port of Ust-Luga on October 18, 2010. Multipurpose Terminal Yug-2 is able to handle rolling cargoes, including new

imported cars, containers and general cargo. Currently, the terminal handles autos of major Asian carmakers, Toyota, Hyundai, Kia, Subaru and Lexus.

In January-September 2011 the terminal offloaded 86 977 vehicles, up 2.4 times from a year earlier. Port of Ust-Luga is located on Russia's border with the EU. Now, Rosmorport is implementing the port's dredging project to deepen the harbor and a 3.7km approach canal to 17.5 meters. Besides, Rosmorport plans to have the second approach canal completed by the end of this year. This will enable the port to accommodate 75,000dwt bulk carriers, 120,000dwt tankers and make it the major Russian port on the Baltic Sea. Today, the port has six fully operating terminals (nine more to be commissioned soon). Overall, there will be 19 terminals commissioned by 2018. In 2010, the port of Ust-Luga handled 11.8 million tons and 65,500 imported vehicles. Ust-Luga annual throughput may increase to 180 million tons by 2018. **Source : PortNews**



The **ICE ROSE** seen outbound from Rotterdam – **Photo : Cees de Bijl (c)**

## Maersk agrees to buy two vessels from Torm

Maersk Tankers, part of Danish oil and shipping group A.P. Moller-Maersk said on Friday it had acquired two product tanker vessels from struggling peer Torm, Reuters reports. Maersk Tankers said in a statement it would take over two LR2 (Long Range) product tankers in the fourth quarter of 2011. The parties had agreed not to disclose the sales price, but according to Maersk, the vessels had been acquired at "attractive" levels.

"Growing our fleet at attractive price is in alignment with Maersk Tankers' strategy to reinforce our market leading position in the LR2 segment," said Maersk Tankers' chief commercial officer Klaus Rud Sejling in a statement. The company's strategy is to grow at the bottom of the cycle through buying second-hand tonnage, Maersk Tankers said.

The shipping industry will face tougher financing conditions in the next 24 months as banks tighten credit lines with more asset sales and ship seizures expected as a rout in seaborne earnings also takes its toll. Shipping companies especially in the crude oil tanker and dry bulk sectors, hit by weak earnings and an oversupply of vessels, have already found it hard to find financing.

"Maersk is right buying into the product tanker market and there will be more opportunities to acquire assets," said Pareto analyst Martin Korsvold. "We will see more downwards pressure on assets as the banking market is very difficult at the moment," Korsvold said. "Some don't have enough cash to make collateral and you will see bankruptcies," Korsvold said. He added particularly the crude tanker market would be affected. The sale had no impact on Torm's profit and loss statement, but would have a positive effect on the liquidity of about \$20 million, Torm said. The sale would not change Torm's financial guidance for 2011, it said. **Source : PortNews**

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may reach you irregularly**



The Dockwise buoyancy tank fabricated for the **MMHE Gumusut-Kakap project** left the Kencana yard. The photo shows the start of the towage of the transport barge **Posh Semco Giant 2** loaded with the Dockwise buoyancy tank at Kencana yard in Lumut, Malaysia. Posh Semco **Salvaliant** assisted by Lumut harbor tugs: **Bomber Tug** and **Bomber Tug 101**.  
**Photo : Dockwise Gumusut project team**

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Abis Shipping's latest fleet additions named **Abis Cardiff** & **Abis Cuxhaven** seen outfitting in Jintang (Dongfeng Shipyard), Zhejiang China. - **Photo : Clemens Smits ©**



## Tanker Gregory Bugrov to be towed Port of Astrakhan

The damaged tanker **Gregory Bugrov** is expected to be towed to the Volga-Caspian Canal and further to the port of Astrakhan., Port of Astrakhan harbormaster said. Now the ship lies at a depth of 8 meters, the scene is surrounded by oil-containment booms, divers are inspecting the vessel. Shipwreck of the tanker (owner - Morchartering Ltd, member of Oil Marine Group, St. Petersburg, home port – Astrakhan), laden with more than 5,000 tons of fuel oil occurred on October 13 in the Caspian Sea near the entrance to the Volga-Caspian Canal. The tanker got a breach in the engine room. There were no oil spill reported. The ship has a class 2SP (Russian Maritime Register of Shipping), deadweight of 6611 tons, construction date - 1974 (upgraded Volgoneft class tanker, double hull). The regional EMERCOM in Russia's Dagestan has set up operational headquarters to manage the rescue and salvage operation, deployed 11 units of equipment and a team of 131 rescuers **Source : PortNews**



Seen by pilot **Marijn van Hoorn** from the wheelhouse of the **Cap Roberta** outbound from Rotterdam – Eemhaven with on portside seen the inbound **Marfret Marajo** **Photo : Marijn van Hoorn ©**

## Vale provides details of Malaysian hub

Brazilian mining giant Vale has given detailed plans of its new iron ore hub in Malaysia, Seatrade Asia online reports. The Teluk Rubiah facility will also feature an iron ore pellets plant, Vale has revealed. A total of \$5bn will be pumped into the facility over the next 10 years, Vale has said, to give it an annual 200m ton capacity. The facility will cater for Vale's slew of new VLOCs taking iron ore from Brazil for onward distribution, principally China. Vale had planned to make this facility in Qingdao but officials in China blocked the move for fear it would give Vale too much control in pricing iron ore. **Source : PortNews**

## Hapag-Lloyd fetes 125 years of service in the Far East and Australia

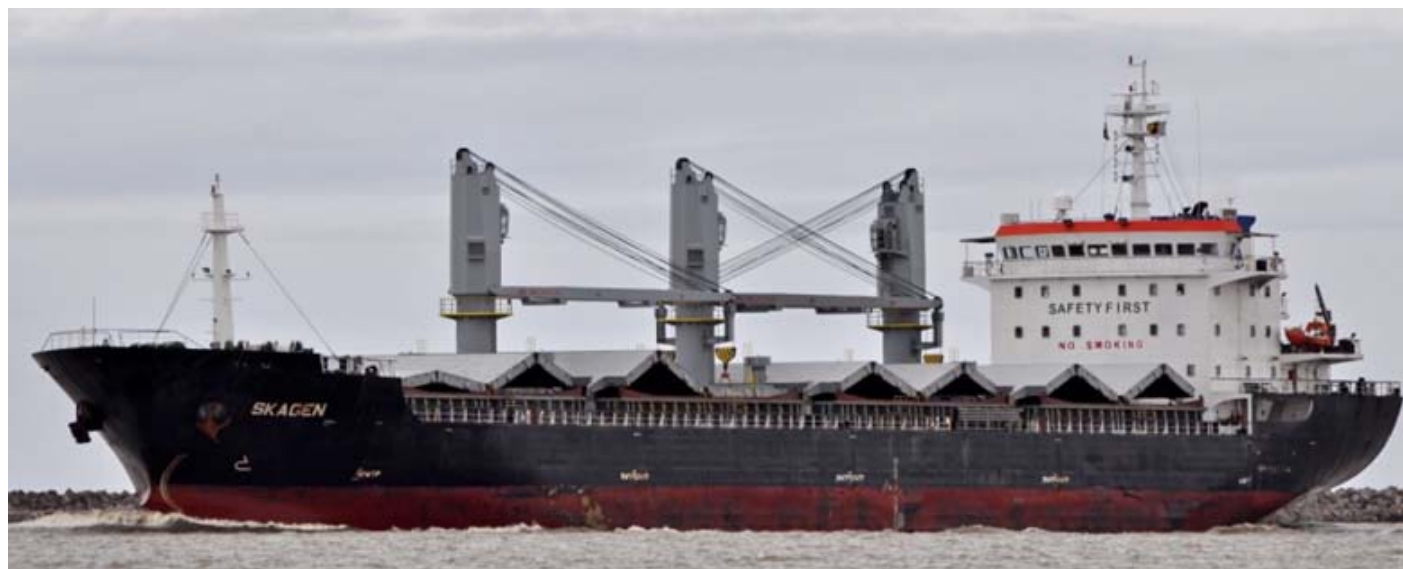
HAPAG-LLOYD is celebrating its 125th anniversary of service to the Far East and Australia, which began in 1886 when the German economy needed regular liner services connecting it with new growth markets and to sustain efficient postal services around the world. To this end, the German government provided subsidies for the first Reichspost steamship liner services to the Far East and Australia, with the sole aim of flying the flag in regions important for future growth. High standards were set so that shipping companies had first-rate vessels, sailings every four weeks, high speed and strict punctuality, said the Hapag Lloyd statement. With sailings every four weeks the steamships leaving from Bremerhaven served ports of Suez, Aden, Colombo, Singapore, Hong Kong and Shanghai in the Far East

and Adelaide, Melbourne and Sydney. Feeder services were then available from Hong Kong to Japan (Yokohama, Nagasaki and Hyogo) as well as from Sydney to Samoa and Tonga. The ports of Antwerp and Southampton were also served. Even in those days, cargo bound for Asia and Australia was composed of mainly industrial goods and, on the return journey to Europe, mostly commodities. Hapag, the second founding company of Hapag-Lloyd, began cooperating with Norddeutscher Lloyd at the turn of the century on the Reichspost steamship services to improve cost-efficiency, with the companies coordinating their sailing schedules as well.

What began 125 years ago has grown into an extensive network of around 40 Hapag-Lloyd services to Far East and Australia/New Zealand (from and to Europe and transpacific). Today the shipping line operates 24 services to and from all continents, making a total of 57 port calls per week only in Hong Kong and Shenzhen. An intermodal network connects these main ports with almost every point in China.

Today, the carrier links more than 160 ports worldwide directly with over 140 containerships on 80 services. Including the feeder network, the total number is over 430 ports in 112 countries. Nearly 6,900 employees in 114 countries handle more than five million standard containers annually, over half of them in the Far East and Australia trades.

Source : Schednet



The **SKAGEN** seen in Rio Grande – Photo : Marcelo Vieira ©

## Argentina and Uruguay agree to dredge River Plate access channel

Mercopress reports that Uruguay and Argentina have agreed a way forward for the dredging of the River Plate's Martin Garcia access channel, bringing to an end a 10-year dispute that seriously constrained the development of Uruguay's ports. According to reports, improved relations between the leaders of the two countries, Cristina Fernandez and Jose Mujica opened the way for the major undertaking.

Representatives from Uruguay and Argentina approved a tender for the work in the framework of the Administrative Committee of the River Plate, CARP, which is responsible for the joint management of the River Plate and its access channels. The dispute centred on the two main access channels to the River Plate. The Mitre channel leads directly to the port of Buenos Aires; the Martin Garcia channel runs closer to the Uruguayan coast.

Martin Garcia is also the natural access to the River Uruguay, jointly shared by the neighbouring countries and to the fluvial ports on the Uruguayan side of the River Plate. This is particularly crucial for the port of Nueva Palmira, close to the heartland of Uruguay's grains and oilseeds belt, which has become the country's main port for this kind of cargo.

The dredging of the Martin Garcia channel has been delayed for more than a decade, which means that vessels operating from Nueva Palmira can only be partially loaded given the lack of draught. Source : Dredging News Online



Above seen the 2000 built MHL flag cruise liner **NAUTICA** leaving Grand Harbour, Malta on Thursday 13th October, 2011 from Pinto 1 and 2 wharves, Valletta Cruise Port. She's the former **R FIVE** of which she switched name to **NAUTICA** on the 14th April, 2004. **Photo : Cpt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©**

## Trai Thien Locks In Fleet Capacity With Long-Term Shipping Contracts

Trai Thien USA Friday announced that, due to growing demand for the Company's services, it has signed six long-term contracts with agents based in Singapore, Malaysia, Vietnam and the Philippines to transport nearly 1.5 million tons of cargo in Southeast Asia over the coming three to five years, representing an estimated \$45 million in revenues at current rates, and accounting for approximately eighty-five percent of the current fleet's capacity.

Khanh Nguyen, President and Founder of Trai Thien USA, commented, "Even through global economic headwinds that affected so much of the worldwide shipping industry, Trai Thien managed to maintain its dry bulk shipping business and continue gaining traction in its niche Southeast Asia market space. We consider these long-term contracts to be a strong indicator of growing demand and confidence in the market, as well as the agents' confidence in Trai Thien's ability to provide professional services and accommodate growing market demand."

Trai Thien USA is a fast-growing Vietnam-based dry bulk shipping company operating a 21,990 DWT fleet comprised of six geared bulk vessels specialized in providing ocean transportation services for raw material input items such as coal, ore, grain, lumber, cement, steel and fertilizer throughout the Southeast Asia region. In order to meet anticipated continued growth in demand from an expanding base of overseas and domestic Vietnamese customers, as well as to expand the geographic regions that it can service to include potentially more profitable routes in East and South Asia, Trai Thien has made deposits to acquire six larger 7600 DWT vessels, which depending on the company's ability to meet additional capital resource requirements, are expected to be delivered in 2012. **Source: Trai Thien**

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



Heavy Lift Ship **Hawk** arrived off Burntisland, R.Forth. Scotland on 23/9/2011 with the jack-up rig **Rowan Norway** as deck cargo, after the rig was floated off **Toisa Daring** towed her to Dundee R.Tay, Scotland with the assistance of **Stanford** & **BB Worker**. The **Hawk** is still at anchor off Burntisland to-day 14/10/2011 so assume she must be waiting to transport the **Rowan Norway** after she completes her maintenance at Dundee.

Photo : Iain Forsyth ©