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**The MERMAID SAPPHIRE and MEO Valiant alongside at Sattahip, Thailand.
Photo : John Meade - M3 Marine Group Pte Ltd ©**

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The **SEVEN ATLANTIC** seen from FFPV Nordnes - Photo : Peter de Ruijter ©

Newbuilding orders pick up as a result of increased demand in the dry bulk sector

Appetite for dry bulk carriers has resurfaced as a result of the latest upward trend of the freight market, prompting ship owners to head back to shipyards in order to negotiate more newbuilding orders. According to the latest report from Clarksons, there were further reports of contracting again this week – and although demand levels have certainly diminished post summer break, the dry sector continues to keep the market ticking over. “In Korea – the Big 3 remain in a holding pattern. Having had a relatively active year to date – 2013 and in some cases 2014 capacity has been filled, and this in turn has alleviated the immediate pressure for yards to continue to push the market. With a number of outstanding options still pending, particularly for labour intensive asset classes such as LNG, we will need to wait

until the year end before having a clear picture as to how capacity at the major yards will look going forward. The situation in China remains much the same as we have discussed over the previous weeks and appetite for new business shows no signs of relenting from both State and Private yards. With Dry continuing to remain the key focus – there is certainly an opportunity for owners to take advantage of competitive pricing from top tier Chinese yards and there is still a great deal of pressure in China, for yards to commit a large chunk of vacant 2013 capacity. As to whether we have finally arrived at a clear bottom of the market - not an easy question to answer. From a shipyard perspective, this answer can be considered on two levels – Firstly, as we are seeing with the state yards in China, it is perhaps productivity that remains more critical than profitability and this is translating into some competitively priced opportunities. However, this is against what is becoming an increasingly strained environment for yards in terms of their input costs – and the last time the dry market exhibited similar asset values, major input costs such as steel, were at almost 50% of present value.

Therefore, certainly questions over how sustainable existing asset pricing will be from the quality shipyards in both China and Korea, but also clear opportunities for owners prepared to make a move and take advantage of the current dynamic!" concluded Clarksons in its report. In a separate report, Piraeus-based shipbroker Golden Destiny said that the past week ended with newbuilding business showing lower levels of contracting activity from previous week's high levels of 51 new orders. Offshore vessels have been the most popular newbuilding investments with bulk carriers posting a 79% week-on-week decline of ordering volume, no emerged deals in the container market and fresh activity in the LPG segment. Overall, the week closed with 16 fresh orders reported worldwide at a total deadweight of 181,850 tons, posting a 68.6 % week-on-week decline. "This week's total newbuilding business is in close parity with similar week's closing in 2010, when 17 fresh orders had been reported with bulk carriers grasping 41% share respectively of the total ordering activity. In terms of invested capital, the total amount of money invested is estimated at region \$405 mil with 69% of the total number of orders being reported at an undisclosed contract price. The offshore units along with LPG carriers seem to have attracted most of the invested capital. In the bulk carrier segment, an order has been emerged by the Turkish player, Ciner Group, for the construction of a new fuel efficient design at China's Sinopacific Shipbuilding, constructed at the group's Dayang facility. The Turkish group has said that it has signed a contract for four 63,000 dwt bulker, but the yard suggests that the deal includes an option for two more units. No prices has been revealed, but market sources suggest that the vessels, which are a new Crown 63 design, are costing below \$30 mil each with first delivery in August 2012. Furthermore, one order came to light for an ordering spree of 10 76,000dwt panama bulkers by Chinese coal shipper Guangdong Lanhai Shipping in Chinese Zhoushan based Yangfan Group, but it is not a fresh order as a source close to the deal confirms that the contract has been booked during the first half of this year. In the tanker segment, one more MR order came to light by East Med of Greece for two 52,000dwt product tankers in SPP Shipbuilding of South Korea at a price of \$35.5 mil each for delivery in 2012, with an option for two more units. In the gas market, there was finally some ordering activity in the LPG segment with Pertamina of Indonesia confirming an order for one 84,000 cu.m unit in Hyundai at a price of \$79.5mil with delivery in 2013, while KSS line of South Korea is said to have signed a contract with a South Korean yard for the construction of a 35,000 cu.m unit at a price of \$49 mil with a long term charter to Mitsui & Co. In the offshore sector, the activity grasped this week's lion share of newbuilding unit with 8 units reported to have been ordered, 62.5% of the volume being contracted for platform supply vessels" concluded Golden Destiny. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



HAL' **STATENDAM** seen moored in Oranjestad (Aruba) – **Photo : Rafael Maduro ©**



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Outbound at the Westerscheldt river the **MSC METHONI** (ex MSC VIVIANA) – Photo : Jaap Janse ©

As world piracy hits a new high, more ships are escaping Somali pirates, says IMB report

Piracy on the world's seas has risen to record levels, with Somali pirates behind 56% of the 352 attacks reported this year, the International Chamber of Commerce (ICC) International Maritime Bureau (IMB) revealed today in its latest global piracy report. Meanwhile, more Somali hijack attempts are being thwarted by strengthened anti-piracy measures.

"Figures for piracy and armed robbery at sea in the past nine months are higher than we've ever recorded in the same period of any past year," said Pottengal Mukundan, Director of IMB, whose Piracy Reporting Centre (PRC) has monitored piracy worldwide since 1991. Demanding millions of dollars in ransom for captured ships and their crews, Somali pirates are intensifying operations not just off their own coastline, but further afield in the Red Sea – particularly during the monsoon season in the wider Indian Ocean. With unprecedented boldness, this August pirates also boarded and hijacked a chemical tanker at anchor in an Omani port, under the protection of coast state security. But although Somali pirates are initiating more attacks – 199 this year, up from 126 for the first nine months of 2010 – they are managing to hijack fewer vessels. Only 24 vessels were hijacked this year compared with 35 for the same period in 2010. Hijackings were successful in just 12% of all attempts this year, down from 28% in 2011.

Naval action

IMB credits this reduction in hijackings to policing and interventions by international naval forces, correct application of the industry's latest Best Management Practice – including the careful consideration of the crews' retreat to a 'citadel' – and other onboard security measures. "Somali pirates are finding it harder to hijack ships and get the ransom they ask for. The navies deserve to be complimented on their excellent work: they are a vital force in deterring and disrupting pirate activity," said Captain Mukundan. "The number of anti-piracy naval units must be maintained or increased."

Human cost So far this year, pirates have taken 625 people hostage worldwide. They have killed eight people and injured 41. Pirates are often heavily armed, using automatic weapons and rocket propelled grenades.

The West African coast off Benin is seeing a surge in violent piracy, with 19 attacks leading to eight tanker hijackings this year, up from zero incidents in 2010. A pattern has emerged where armed pirates board and hijack the ship –

sometimes injuring crew – then force the Masters to sail to an unknown location where they steal the ship's properties and cargo, and let the vessel free. In response, Benin has begun joint naval patrols with neighbouring Nigeria, another piracy hot spot. Captain Mukundan said: "Cooperation between the Nigeria and Benin navies to curb piracy is a positive step. However the real deterrent will be the capture and punishment of these criminals under law." Piracy and armed robberies in Asian waters, including the Indian subcontinent, are down from 106 in the first three quarters of 2010 to 87 in the same period this year. The IMB Piracy Reporting Centre is the world's only office to receive reports of pirate attacks 24-hours-a-day from across the globe. IMB strongly urges all shipmasters and owners to report all actual, attempted and suspected piracy and armed robbery incidents to the IMB Piracy Reporting Centre. This first step in the response chain is vital to ensuring that adequate resources are allocated by authorities to tackle piracy. Transparent statistics from an independent, non-political, international organization can act as a catalyst to achieve this goal. **Source: International Maritime Bureau (IMB)**



The **FAIRMOUNT SUMMIT** seen approaching semi sub drilling rig **Delba 3** offshore Muscat to take her on tow to South Africa. **Photo : Jan Hendrik Almoes o/b Delba 3 ©**

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Tanker fleet's additional supply set to hurt earnings through to 2012

Tanker market conditions aren't expected to alter significantly in the coming months, thus leaving no room for respite for tanker owners, struck by rising operating costs and tonnage oversupply. According to a recent report from BIMCO, the tanker fleet is expected to grow by 7.6% in 2011, , adding continued supply pressure on the market. Fleet growth

should come down to 7.0% in 2012 but has no material effect unless cargo volumes grow significantly. Four months ago it seemed as if 2012 was to surpass 2011 in terms of crude tanker deliveries. But things have turned around now and more near-term supply-side pressure than originally forecasted is now in the making for crude tankers. In its report, the organization said that “the peak month of the Hurricane season, September, has passed with little effect on freight rates. Hurricane Irene proved to be the only one causing a commotion in the shipping industry, being an Atlantic Hurricane that did nothing to the offshore oil installations in the Gulf of Mexico. BIMCO expects that freight rates in all crude and product tanker segments will stay at unexciting levels as demand continues to soften and supply is set to move on” it said.

Meanwhile, it mentioned that crude oil VLCC floating storage currently employs a bit more than 20 vessels on a flat development in 2011, which leaves room for improvement. But as long as the forward curve on crude oil prices remains in backwardation, as has been the case for most of 2011, the incentive to use VLCC for floating storage is low. “Moreover, the economic conditions in the large oil consuming regions in the Western hemisphere leaves oil demand growth in that part of the world negative or flat at best. That means present and near-term future oil demand is short-haul demand and not what the tanker sector needs. An example of this is the fact that US seaborne crude oil imports have been south of 5 year-average since February, with a likely seasonal slowdown in coming months. Despite the initiatives to lower active fleet efficiency by slow-steaming and the like, BIMCO still roughly estimates the level of VLCCs that would need to be made idle is in the range of 40-50 for overall crude oil tanker freight rates to return to a sustainable level from the present doldrums. The trouble is, however, that the Winter market is getting too close now and owners are unlikely to dare missing out on potential exciting fixtures related to a Winter spike. Without the prospect of idling or laying up vessels in coming months, the adjacent downside to non-action is a continuing of the present poor earnings” concluded the analysis.

As far as the market performance of the previous week, London-based shipbroker mentioned that it was “a repeat poor performance for VLCCs in the Middle East Gulf, but this week the salt has been firmly rubbed into Owners’ wounds as the Atlantic took a turn for the better, posting rates far and away higher than those available here. If the Atlantic maintains the gain, then some will go bounty hunting, and that may lead to some re-balancing in the medium term. Rates, for now, remain in the very low WS 40’s East and down to WS 32.5 for the West. Suezmaxes started slowly, but picked up some pace by the weeks end, and rates to the East pushed towards 130,000 by WS 85, though West levels remained at around WS 50 with plenty of keen players remaining for that direction. Same as, same as, for aframax with only slack interest keeping rates pegged at 80,000 by WS 95 for Singapore, and little early change anticipated” GIBSON said. It went to mention that “West Africa suezmax drums started to beat in earnest, as Owners initially took heart from better news in the Mediterranean, and then wallowed in a glut of concentrated enquiry that allowed for rates to spike above 130,000 by WS 90 for all options, with WS 100 threatened for European destinations. VLCCs on those positions then enjoyed more co-load attention, and tight availability allowed the market to rise to 260,000 by WS 65 for US Gulf, with over WS 50 now called for Eastern movements. Eventually, ballasters from the soggy Middle East will dilute the scene, but for now things should hold.

The Mediterranean saw the catalyst for the general improvement, and that was the news that new Bosphoros traffic regulations were in place that would quickly lead to heavier delays. The delays didn’t actually have to happen of course for the sentiment to get carried away - and it did! Aframax jumped sharply to 80,000 by WS 160 cross-Mediterranean, with the rumour factory machining even higher values. Suezmaxes inflated to 135,000 by WS 100ish from the Black Sea to Europe with up to WS 95 paid for an East Mediterranean to the States run. No retreat in the short term, though perhaps consolidation, rather than further glory. Aframax in the Caribbean spent most of the week looking wistfully across the pond, and some threatened to ballast accordingly. Eventually rates moved up a notch to 70,000 by WS 95 upcoast, with some more points on the cards, but a rate spike looks unlikely. VLCCs saw less action, but the better news from West Africa hardened sentiment, and rate demands moved back above USD 3 million for Singapore. North Sea aframax relied upon events to the south for leverage, rather than any particular home-grown excuse. A slow catch-up game is underway, however, and rates have moved to 80,000 by WS 110 cross U.K. Continent and 100,000 by WS 85 from the Baltic with some more to come - maybe. Suezmaxes saw little attention, but sights were raised by events elsewhere, and as high as 135,000 by WS 107.5 was seen for a short-ish movement to the U.S. Atlantic Coast. ‘arb’ rates for VLCCs to Singapore operated below the market with USD 2.8 million theoretically on offer. Owners ideas pushed more towards USD 3.25 million, and the result was little, or nothing, being concluded” concluded GIBSON. Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

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Above seen the 2008 built ITA flag vehicles carrier **GRANDE ANGOLA** anchored at Xghajra, south east of Grand Harbour, Malta after developing engine failure after leaving from Palumbo Malta Shipyard Ltd on Monday 17th October, 2011. At 1229hrs the 2008 built ITA flag and owned vehicles carrier **GRANDE ANGOLA** left Valletta from Palumbo Malta Shipyard Ltd Dock 4. At 1255hrs the **GRANDE ANGOLA** developed an engine failure and dropped anchor south east of Valletta breakwater in position 035°53.722 N and 014°33.336 E of which she was dragging anchor and at 1319hrs the tugboat **MARI** which was standby for tanker **WATFORD** to enter at Flagstone Wharf, was dispatched to the vessel. At 1344hrs Pilot Austin Vella boarded the vessel. At 1437hrs engine started and heaved up anchors of which at 1450hrs tugboat **MARI** was disconnected and at 1515hrs Pilot Austin Vella was disembarked and vessel proceeded to Bunkering Area 6 before going to Morocco.

Photo's : Mrs. Vikki Dalli - www.maltashipphotos.com ©





The **BERGE ATLANTIC** seen outbound from IJmuiden bound for Tubarao – Photo : Pieter Piscaer ©

Update brand O/S Zeefakkel



Na het uitgebreide sporen onderzoek van de brandweer en politie is het schip dinsdagmiddag 18 oktober weer vrijgegeven. Nu konden we voor het eerst echt aan boord om de schade op te nemen en foto's te maken. De trieste aanblik begint al zodra je de **Zeefakkel** binnenstapt, alles is zwart, vet en de stank is niet te harden. Gelukkig gaat de Tam Tam snel en zijn beginnen de eerste bedrijven zich te melden om ons te ondersteunen. Wij zijn hier heel dankbaar voor want nu de schade echt gezien te hebben kunnen we concluderen dat we dit nooit kunnen redden zonder de hulp van het bedrijfsleven en professionals. Echter laten wij ook als zeekadetten ons door niets tegenhouden als we ergens onze zinnen op gezet hebben. De firma van Gansewinkel heeft een vuilcontainer naast de boot geplaatst, zodoende kon er dus dinsdagmiddag al begonnen worden met de eerste opruim



werkzaamheden. Onze grootste prioriteit is het nu verder droog maken en conditioneren van het schip zodat verdere schade beperkt blijft. Het grote voordeel is dat de brand alleen voorin het schip heeft gewoed en niet doorgeslagen is naar de achtergelegen verblijven, zodat daar dus de schade vooralsnog beperkt blijft tot rook en stank schade. Bij deze nogmaals de oproep als u denkt iets voor ons te willen en kunnen betekenen kunt u contact opnemen met **Jeroen van Tussenbroek** 06-30379158. De kinderen en vrijwilligers zouden u eeuwig dankbaar zijn.

NAVY NEWS



The 1993 commissioned Halifax class frigate of the Canadian Navy, **HMCS VANCOUVER**, built by; Saint John SB Ltd, New Brunswick, seen arriving for a visit at Valletta, Malta **Photo : Gjt Spiteri ©**

Two Bulava tests planned for this week

Russia plans to launch two of its newest intercontinental ballistic missiles Bulava on October 20 and 22. The test launches will be conducted from the Russian Fleet's first fourth-generation strategic submarine "**Yury Dolgoruky**", ITAR-TASS reports, citing French IRIS. According to the source, "**Yury Dolgoruky**" will have to conduct three test launches of the missile before it can be taken into service. The submarine has so far launched only two missiles, one on June 28 and one on August 27. The last one was launched at maximum flight range. "**Yury Dolgoruky**" will probably be delivered to the Pacific Fleet within the end of the year. The next sub in the class, the "**Aleksandr Nevsky**" is currently undergoing sea trials in the White Sea. **Source : BarentsObserver**



HMS **York** leaves Portsmouth to relieve her sister ship **HMS Liverpool**
Photo : UK Ministry of Defence

Taxpayers foot bill to rent \$82,000-a-day amphibious ship in wake of Cyclone Yasi

THE Navy's inability to deploy an amphibious ship during Cyclone Yasi's aftermath has had an ongoing cost to taxpayers, with the fiasco forcing the rental of an \$82,000-a-day support ship. Defence Minister Stephen Smith hit the roof in February when he was told none of the Navy's three ageing heavy ships - the HMAS **Kanimbla**, the **Manoora** and the **Tobruk** - were available to assist with the cyclone recovery. Asked at a Senate estimates hearing today what



assets the Navy could deploy in the event of a similar natural disaster, Navy chief Vice Admiral Ray Griggs said P&O Maritime Services support ship **Windermere** remained on standby for such duties.

The **LARGS BAY** seen moored in Faslane
Photo : Iain Forsyth ©

Leased to the Royal Australian Navy from October 14 until January 31, the 80-metre-long **Windermere** is normally used as a supply ship to support the off-shore oil and gas industry. The total cost of the leasing the **Windermere** is \$11.68 million with an option to extend until the end of the cyclone season next February. In February, an angry Mr Smith condemned what he described as the RAN's "make do" culture that had left

the country's amphibious support fleet unable to put to sea because of maintenance or seaworthy concerns. Questioned by opposition defence spokesman, David Johnston, Vice-Admiral Griggs said the **Windermere** was currently supported by three other navy ships - a missile-armed frigate and two heavy landing craft, based in northern Australia.

Meanwhile, it was also announced that Australia had officially taken delivery of a surplus British amphibious transport ship which will enter navy service later this year. **Largs Bay**, to be renamed **HMAS Choules**, has been handed over formally to the Australian Defence Force at Falmouth Dockyard in the United Kingdom. The vessel sets sail for Australia in November, arriving in Western Australia in mid-December where it will be officially commissioned. It has been named after Claude Choules, who died in May at the age of 110.

Choules saw service in World War I and World War II, first as a member of the Royal Navy and then the Royal Australian Navy. Defence Minister Stephen Smith says the ship will help ensure the navy has the amphibious capability it needs for operational and humanitarian support in the the period leading up to the arrival of landing helicopter dock (LHD) vessels. **Largs Bay**, commissioned in 2006, was declared surplus and offered for sale with Australia snapping up the vessel for \$100 million. The 16,000 tonne vessel can carry cargo equivalent to the combined total of that carried by **HMAS Tobruk** and the now retired ships **Manoora** and **Kanimbla**. Source : The Australian

SHIPYARD NEWS

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First series of two 72 t. Bp. tugs have left **Chantiers Piriou** last Saturday, the **EL DJEDID 1** is bound for Arzew and the **OUED EL KEBIR** is enroute Skikda in Algeria. **Photo's : Piriou - www.piriou.fr ©**



Two new icebreakers on the ways

Sovcomflot will get two new Multifunctional Icebreaking Supply Vessels in 2013.

Arctech Helsinki Shipyard has started construction of two new icebreakers for Russia's largest shipping company Sovcomflot. The two Multifunctional Icebreaking Supply Vessels (MIBSV) are planned to be ready by spring 2013 and will be used as supply vessels for Exxon Neftegas' platform at the Sakhalin-1 field, Regnum reports. Both vessels will be similar measuring 99.2 m in length and 21.7 m in breadth. Their four engines have the total power of 18,000 kW. The vessels are designed for extreme environmental conditions and will be operating in thick drifting ice in temperatures as cold as - 35°C. They have an icebreaking capability of 1.7 m thick ice and are also equipped for oil combating, fire fighting, and rescue operations. The joint-venture company Arctech Helsinki Shipyard Oy was set up by Russia and Finland in December 2010, as BarentsObserver reported. Russian United Shipbuilding Corporation and Finnish STX Finland have equal shares in the company. **Source : BarentsObserver**

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HAL's **PRINSENDAM** seen moored in Kasadasi, Turkey. - **Photo : Luuk Silvius ©**

Jan Kromhout appointed partner by AKD

NETHERLANDS law firm AKD has appointed Jan Kromhout as a partner in its shipping and offshore team. Jan began his career in Rotterdam with the law firm Nauta Dutilh. In 2005 he joined the leading operator in the international market for heavy marine transport, where he became head of the legal department and where he also gained extensive experience of arranging contracts involving the oil and gas industry. Jan works closely with shipping companies in drawing up transport contracts, arranging charter parties, co-operation agreements, shipbuilding contracts and vessel financing arrangements. He has a comprehensive knowledge and extensive experience of assessing and negotiating marine insurance arrangements, including cover for vessels and equipment. His experience also covers the handling of offshore installation and production contracts, including - but not limited to - Construction All Risks insurance. Jan says, "I am delighted to have been offered a partnership at AKD. I am at the firm I want to be at, doing the work I enjoy. Shipping is going through a tough time, but it is a resilient industry and I relish helping existing and new clients to navigate a way through the current difficulties." Haco van der Houven van Oordt, head of the shipping & offshore team at AKD's headquarters in Rotterdam, says, "Jan is a valued member of our team. He has

the blend of shipping and legal experience which we are always looking for, and which we believe adds value to the service we offer our clients.”



Stena Navigator passing **Stena Caledonia** off Cairnryan, Loch Ryan, Scotland. They were both on the Stranraer-Belfast Service. - **Photo : Iain Forsyth ©**

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Local Business Wins Silver



Expert in marine personnel transfer Reflex Marine has been awarded the coveted Silver standard by Investors in People. It joins a select group of only 2% of businesses in the UK to have gained the silver award. Reflex Marine is internationally renowned for setting high quality and safety standards in the world of offshore marine engineering - specialising in crew transfer operations between offshore platforms and ships. The company, which developed the FROG and TORO transfer devices, is also highly active in the wind energy business. It builds on those high standards through development and innovation and carries that right through to its biggest asset – the people that have helped to build the business. The company was set up nearly 20 years ago and has bases in Truro, Aberdeen, Houston (USA) and Asia.

Company CEO Philip Strong is supported by a team of well-trained and motivated people with a keen interest in the success of the business. He says: “It’s a great honour for Reflex Marine to receive such a prestigious award – particularly on our first application. However we can’t afford to be complacent. For us, this is a journey not a destination and we will keep working to ensure we grow a really great company based on solid values that we can all be proud of.” To achieve the silver award, Reflex Marine had to not only satisfy Investors in People of its ability to

meet the 37 standard requirements but it also had to satisfy them in an additional 76 evidence-based requirements. Mark Story from Investors in People commented: "Out of all organisations to have IIP only 2% have silver. I was particularly impressed with the culture of the organisation and the pride its employees have in working for Reflex."



The **MSC JOY** seen enroute Antwerp – Photo : Henk de Winde ©

Rolls-Royce gets order for Environship design

Rolls-Royce, the global power systems company, inked its first contract to provide complete design and integrated power and propulsion systems for two technologically advanced cargo vessels based on its Environship concept, Seatrade Asia online reports. The two general cargo vessels will be built at Tsuji Heavy Industries shipyard in Jiangsu, China, for Norwegian transportation company Nor Lines AS. The vessels will hit the waters from October 2013, operating along the west coast of Norway. The award-winning Environship concept offers ships a wave piercing bow design powered by gas engine and the Promas propulsion system that improves fuel efficiency, according to Rolls-Royce.

The environmental benefits include the virtual elimination of SOx and a reduction of CO2 emissions of more than 40% compared to similar vessels. "The Environship is a real game changer for the merchant shipping market, offering significant reductions in fuel burn and emissions as well as enhanced performance at sea," said Oddbjørn Eliassen, president – merchant, at Rolls-Royce. The contract includes an option to build an additional two vessels of the same design. Rolls-Royce has already developed the Environship concept to a wide range of ship types including passenger ferries, chemical tankers, gas tankers, bulk carriers and superyachts. Source : PortNews



Dockwise **Mighty Servant 1** seen waiting near Hoek van Holland Photo : Skeyes - www.skeyesphoto.com



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Idle box fleet rises to 156 ships in September vs 128 last year

Idle containership numbers since June has mounted above the levels recorded during the same period last year, when 128 ships aggregating 225,000 TEU were unemployed, Shippinggazette reports citing Alphaliner. Today, the number of idle ships in the last two weeks of September came to 156, with carriers idling vessels or redelivering them as weak peak season unfolds.

The total idle capacity has increased to 335,000 TEU, compared to just 75,000 TEU three months ago. The NOO (Non-Operating Owner) idle fleet stood at 232,000 TEU, against 103,000 TEU for the carrier-controlled idle fleet, with carriers re-delivering chartered tonnage as a first option. "More capacity will be withdrawn in the next two months as carriers start to omit sailings because of the recent Chinese National Golden Week holidays and apply winter deployment adjustments in November-December," said Alphaliner analysts. "Market conditions have turned notably weaker as demand growth in the main US trades has been negative since June while European trades are anaemic. The outlook remains negative and idle tonnage is expected to rise to above 500,000 TEU by the end of the year compared to 360,000 TEU in December 2010," said their report.

POSH SEMCO COMPLETED THE TOWAGE & INSTALLATION ASSISTANCE OF KITAN FPSO IN TIMOR SEAS



Contracted to Bluewater for the towage and installation assistance of the KITAN FPSO "[Glas Dowr](#)". POSH Semco deployed our powerful one of our 6 units of 200 tons BP AHTS tug [Posh Champion](#) plus another 2 x 100 tons BP AHTS for heading control operation, finally completed on 19th October 2011 offshore Timor Seas in JPDA area.



Esvagt Charlie a former fishing vessels ready to be launched after maintenance works in Skagen, Denmark.

Photo : Daniel van der Zwaan – Janszoon Maritiem ©

Global containership deliveries to reach 1.28 million TEU by 2012

GLOBAL deliveries of new containerships have surpassed one million TEU since the beginning of 2011 with 154 vessels delivered and 280,000 TEU more to come by the end of the year, says Alphaliner. "'Non-deliveries" due to cancellations, deferrals and slippage have fallen to 8.5 per cent, only twice their long-term historical levels, as the bulk of the delivery deferrals was negotiated in 2009 and 2010," the Paris-based maritime consultancy said in its weekly newspaper. "2009 and 2010 were exceptional years as the financial crisis led owners and carriers to defer the deliveries of a significant part of the order book, as well as to cancel part of their orders. Such crisis-driven initiatives were not to be repeated in 2011. Cancellations have actually been marginal this year with no impact on deliveries scheduled for 2011," said the report.

Scrapping and conversions of older box ships since January 2011 have reached 65,000 TEU, with a further 15,000 TEU expected to leave the cellular fleet during the last three months of this year. As a result, the annual net growth rate of the containership fleet in 2011 is expected to reach 8.4 per cent, it said. So far this year, 37 ships of more than 10,000 TEU have been delivered, accounting for 47 per cent of the total capacity delivered, and all of these vessels have joined the Asia-Europe trades, with this route absorbing 64 per cent of this year's new capacity at 640,000 TEU, including smaller ships of 6,500 to 10,000 TEU.

The Asia-Europe trade lane now offers a total capacity of 236,000 TEU, or year-to-date growth of seven per cent. Larger ships have pushed out smaller ones, aggregating 400,000 TEU, a situation that is combined with depressed freight rates. It noted that the Latin America trades have absorbed 169,000 TEU, or 17 per cent, of the vessel capacity delivered this year. Altogether, the trade has absorbed 250,000 TEU of additional capacity this year, including both new ships and vessels cascaded from other trades, mainly from the Asia-Europe and transpacific routes. The Middle East trade has absorbed 50,000 TEU while intra-Asia routes account for 29,000 TEU. Deliveries are expected to hit 1.4 million TEU and 1.8 million TEU, respectively, in 2012 and 2013, most capacity coming from ships larger than 7,500 TEU, the report said. **Source : Schednet**



The **DORIC CHAMPION** seen enroute Rotterdam – Photo : Ria Maat ©

Transnet backs away from privatisation

Leaving ship repair facilities in disrepair; potentially costing jobs.

The stop-start effort of Transnet National Ports Authority to privatise the operations and management of its ship repair facilities at SA ports has ground to a halt - almost 18 months after the process began. The ship repair industry submitted proposals to concession Transnet's ship repair facilities in June 2010. The problem appears to be the fact that the port authority and the industry cannot agree on the terms of the deal.

In addition, in the current political climate of nationalisation, Transnet CEO Brian Molefe is treading carefully. The discussion on whether to outsource these facilities or abandon the plan entirely will reportedly be discussed at the Transnet board meeting in November. A vibrant and rejuvenated ship repair sector will have a positive spin-off on job creation. The biggest constraint to growth appears to be the misalignment of the current business model. Transnet National Ports Authority (TNPA) owns and operates the docks, while the ship repair companies conduct the repairs. But the two parties do little strategic planning together. "Dry dock bookings operate on a first come first served basis," says Brian Gowans, MD of Marine Technology a specialist marine engineering consulting firm. This means that a Russian shipping vessel could occupy a berth for a week, at the expense of another potentially higher income generating shipping client.

The problem is that managing the dry docks has not been a priority for Transnet which earns less than 0.5% of its revenue from these facilities. In fact it would rather move the ship repair yards to Saldanha Bay and Richards Bay to make more space for cargo, which is where it makes its money.

As a result the ship repair facilities have fallen into disrepair, which disadvantages the companies that make use of the facilities as it drives costs up and efficiencies down. "I would estimate that each facility requires a capital investment of several hundred million over the first five years," says Louis Gontier, CEO of SA Shipyards. This is without factoring in the cost of maintenance.

This appears to be one of the stalling points in the negotiations. "Who will pay for these upgrades?" he says. "If it is the private sector they will require a long term lease-hold as well as possibly a zero-rental concession. Right now Transnet is expecting the ship yards to pay a monthly rental of R2m to R4m per dry dock p/month."

Other issues include how to ensure that those who do invest in the upgrade get the return warranted; and how does one achieve this while protecting the smaller shipyards who may not have invested in new facilities. SA Shipyards did not participate in the request for a proposal. "We did not see the business model as viable," Gontier says. The SA Transport and Allied Workers union (SATAWU) has publicly opposed the move. "We remain opposed to the privatisation of the dry docks which should be retained under state ownership as part of the promotion and growth of a vibrant maritime sector," SATAWU announced in their reaction to Transnet's financial results in June.

While government is announcing emergency measures to prop up the manufacturing industry, here is an industry with massive employment potential. "It is enormously labour intensive. For every one person directly employed, another four are employed in support industries," Gowans says. He believes a rejuvenated industry could quadruple current employment levels.

TNPA CEO Tau Morwe has recognised the economic potential of the industry. In recent public statements he has stated that the TNPA is working with local industry to ensure that Cape Town and Saldanha become service hubs of choice for the energy sector. He estimated the average economic spinoff from each rig repair at around R400m.

The industry provides the full spectrum of services. It repairs ships damaged around SA's coastlines and in her ports; it carries out vessel modifications and performs scheduled dry docking repairs and maintenance. It also provides services to West African oil rigs and ships. However, considering SA's strategic location on global shipping routes and just south of the booming West African oil industry, it could be much more. Cape Town is losing oil rig repair projects to Walvis Bay in Namibia. Or, alternatively the rigs bypass Africa altogether and are refabricated in Asia.

And, faced with choice in an increasingly competitive industry, owners of ships that call in at SA ports are opting for the likes of the Dubai dry docks, one of the world's largest repair facilities.

However, this is not to say it is the fault of TNPA. "The TNPA is often unfairly blamed for the industry short-comings, for the poor infrastructure conditions and dry dock bookings," Gowans adds. "The problem is that the operating model is incorrect. Government needs to consider the total revenue outcome for the SA economy." While it deliberates SA is losing market share and opportunities. Moneyweb approached TNPA for comment as well as a number of companies involved in the ship repair industry. TNPA did not respond and the industry is unwilling to comment publically. **Source : Moneyweb**



The **UNION SAPPHERE** seen arriving in IJmuiden – **Photo : Willem Koper ©**

Francis Liu Hon-por succeeds Roger Tupper as Hong Kong harbour master

FRANCIS LIU Hon-por, deputy director of the Hong Kong Marine Department, the harbour master's office, will succeed Roger Tupper as director of the department from November 2. Mr Liu, 57, joined the government as a marine officer

in April 1986. He was promoted to principal marine officer in November 1996 and to assistant director of marine in June 2004. He has been the deputy director of marine since March 2007.

Mr Tupper, 59, joined the government as a marine officer in August 1980, was promoted to principal marine officer in October 1993, to assistant director of marine in November 1996 and to deputy director of marine in October 2002. He has been the director of marine since March 2006. Hong Kong Civil Service secretary Denise Yue praised Mr Tupper's achievement and wished him a happy retirement: "Mr Tupper has served with zeal and commitment in the civil service throughout the years. He has devoted sustained efforts in leading the Marine Department to ensure safe and efficient operation of the port, to administer the Hong Kong Shipping Register and to safeguard the quality of Hong Kong registered ships. He has played a pivotal role in the development of the Hong Kong Shipping Register, which has gained a worldwide reputation as a quality register." **Source : Schednet**



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T.O.S. delivery crew 'Chorlo' for stopover at Tahiti



After five weeks at sea, our delivery crew was happy to spot land again. On the 17th of October the tug **Chorlo** arrived at Papeete port, Tahiti for a stopover. Tahiti is the highest and largest island at French Polynesia. It is located at a distance of 2,734 miles south of Hawaii, 4,908 miles away from Chile and 3,541 miles away from Australia. **T.O.S (Transport & Offshore Services)** performs the delivery voyage of the tug **Chorlo** from Guangzhou (China) to her port of destination Valparaíso (Chile). The **Chorlo** is the 4th tug in a series of 5, which T.O.S. will deliver for SAAM. The vessel departed from Guangzhou harbour on September 9th and is due to arrive at Valparaíso in the beginning of November. **Source: T.O.S.**

SingTel service lets ship crew call home

SHIP crew members might have gone to sea, but they will not have to feel all out at sea as acutely as before now that SingTel has launched a broadband service catered to them. The crew service package SingTel announced yesterday offers a broadband service along with the necessary information and communications technology components to its maritime customers.

Called the All-in-One (AIO) Connect Services package, it is priced at US\$2,888 per month for 36 months, and allows for a secure and 'always-on' Internet connectivity. According to SingTel, this technology enables secure and fast data transfer and for Voice over Internet Protocol (VoIP) to be modulated at a 'cost effective level of 4 to 6 (kilobits per second).' The AIO Connect Services' prepaid messaging card will give crew members access to SingTel's CrewXchange portal, which lets them communicate with family and friends onshore through the 'press-to-chat' function, email, text messages and phone calls.

'These days, it is normal to be hyper-connected while on land. This solution enables crew members to enjoy similar levels of connectivity while out at sea,' said Titus Yong, vice-president of satellite division at SingTel.

'With these technologies, we hope to help alleviate the stress and isolation that seafarers experience from being away from friends and family for extended periods.' Fleet managers will also have access to an integrated network management system which helps to make possible visibility of the entire fleet from the shore, as well as 'end-to-end management'. This includes monitoring of device usage, visibility into network statistics and online administration, monitoring, setting of online alerts, filters and mailbox management.

The AIO Connect Services package also includes year-round 24-hour support seven days a week from SingTel's Network Operations Centre



The **KLAVERBANK** seen in IJmuiden – Photo : Marcel Coster ©

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MARITIME ARTIST CORNER



Watercolor made by [Hans Breeman](http://www.hansbreeman.nl) of ss [Statendam](#). Build by Wilton Fijenoord in Schiedam, the attractive vessel of 24.294 brt became operational in 1956 for Holland Amerika Line. She stayed in that position till she was sold in 1977 to Artus Investors. In 1982 her name was changed to [Rhapsody](#) and one year later that she was chartered by Holland Amerika line Westours for cruising to Alaska. In 1986 she became [Regent Star](#) for Regency Cruises.

www.hansbreeman.nl

.... PHOTO OF THE DAY



Having one of her last trips for the season last weekend was the paddle steamer [WAVERLEY](#) with a decent crowd of diehard passengers out and about on a dreich grey and wet day on Loch Long on the River Clyde.

Photo : Tommy Bryceland, SCOTLAND ©

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