# DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 305


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




**The SD STINGRAY seen operating in Rotterdam-Europoort**
**Photo : Jacco van Nieuwenhuyzen ©**

# EVENTS, INCIDENTS & OPERATIONS




The **MAERSK BALI** seen anchored off Algeciras – **Photo : Chris Brooks - www.ShipFoto.co.uk ©**

# Tanker market volatility more obvious than ever

Tanker owners are having to withstand significant challenges when planning out their chartering strategies, as evidenced by the major highs and lows that the markets can experience within a short period of time. The latest analysis from London-based Gibson points to this exact issue. Gibson said in its latest weekly report that the latest spike in the Aframax/Suezmax markets prompted by the temporary tightening of the Turkish Straits transit rules shows how quickly freight rates can rise from bust to boom and then ease back again. The industry has witnessed a number of similar spikes this year, both in crude and product tanker markets. However, putting aside this inherent volatility, returns so far in 2011 for all vessel sizes above MRs have been extremely poor, with the VLCC market particularly hard hit.

According to the report of Gibson, “the rapid fleet growth over recent years combined with the ‘loss’ of around 4 million b/d oil demand because of the 2008/09 global recession has led to this situation. However, there has been a lack of new orders for products tankers since the recession started and we are now at the position where fleet expansion for products tankers will be limited over the next few years. Hence the prospects in this sector look more promising. In contrast, there is still a sizeable orderbook for VLCC/Suezmax tonnage and this is a major concern for owners. The anticipated removal of the remaining single hull tankers is unlikely to have any meaningful impact in reducing this oversupply as there are relatively few left and they have virtually no role in the spot market” said Gibson.

It went on to mention that “given this, the only way the VLCC/Suezmax market will get to the same promising position as for products is if demand rises more sharply than forecast or if tanker supply is lower. With any upgrade in forecast demand highly unlikely, it is therefore down to supply. This can come about if not all the current orderbook gets built or if a significant amount of older double hull tonnage is demolished. The cancellation of new orders is an unknown, but we have already seen some double hull vessels being sent to the scrapyard. However, so far this has focussed on MRs and Aframax and not in the Suezmax and VLCC sectors, where owners need it most. In fact, in the last 2 years only 1 double hull VLCC and 4 double hull Suezmax have been scrapped, compared with 67 MR/Panamax/Aframax.

There are currently very few double hull VLCC/Suezmax tankers over 20 years old, but there is a combined 139 (14% of the fleet) more than 15 years old. Although historically this has been considered as ‘too young’ to be sent to the scrapyard, it may be that low earnings coupled with fairly robust scrap prices are the ‘right’ conditions for a more speedy removal of older and/or the least efficient crude tankers. Whether this is a strong enough trigger for owners to scrap is questionable, but other factors may also come in to play, such as legislation on ballast water treatment. If these measures are ratified then there will be the requirement for owners to invest in on-board treatment plants. The economics of this at a time of weak earnings may well be enough to push VLCC and Suezmax owners down the scrapping route. Either way, the demolition of older double hull tankers will be one good (and possibly necessary) way to help VLCC and Suezmax owners reverse their fortunes” concluded Gibson.

Meanwhile, in the latest week, VLCC Owners in the Middle East Gulf proved once again how vulnerable they allow themselves to be to any short term slowdown in the pace of fixing. According to Gibson, “the week started in fairly lively fashion, and that allowed for rates to inflate to WS 55 to the East, but mid-week holidays in India and Singapore provided a firebreak, and once the flow reduced, Owners were quickly put on the backfoot and rates returned to close to WS 50 East and WS 35 West. The second half of November is barely touched, so there is potential for a busier patch, but Charterers may have learnt their recent lesson, and decide not to oblige. Suezmax availability was perhaps on the light side, but Owners were frustrated by a lack of sufficient enquiry to prove themselves, and rates remained stubbornly flatline at around 130,000 by WS 85 East and WS 50 West. Aframaxes got busier once again, but the net result was that rates remained at around 80,000 by WS 107.5 to Singapore, though they could 'push on' a bit next week.

Suezmaxes in West Africa started where they left off - upon a downward path, that ended with bottom touched at 130,000 by WS 72.5 for the US Gulf. Thereafter, Charterers reacted by bargain hunting which allowed for a very slight rebound to WS 75, but further gain looks unlikely unless volumes increase sharply early next week. VLCCs were very thin on the ground in the fixing window, but there were very few opportunities for inter-Atlantic trade, so rates remained pegged at no better than 260,000 by WS 57.5 for US Gulf. The gain in the AG, however, did raise sights to the East as ballasters became less competitive, so that rates improved to WS 55 for those destinations. Once Charterers had exhausted their earlyish requirements that had bumped up against frugal supply, the resultant quieter period led Owners into a rather undignified scramble downwards to 135,000 by WS 100 from the Black Sea, and to WS 87.5 cross-Mediterranean with more discounting possible. Aframaxes lost all their bravado, and ended up with rates of 80,000 by WS 95 cross-Mediterranean - around half the rate of two weeks ago! Too many ships and not enough cargoes - and certainly not enough Bosphoros delays to help either” concluded the shipbroker.

**Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**


**Al Mahaar** operating in Gladstone 31-10-2011, as part of the huge harbour expansion project for LNG exports.
**Photo : Andrew Mackinnon – www.aquamanships.com ©**



# Demolition of dry bulk ships hitting new records: Navios execs

Demolition of dry bulk ships has reached record levels in deadweight tonnage terms due to a combination of low freight rates, high fuel costs and high prices being offered by ship breakers to owners, executives with a major listed dry bulk shipowner said. As of October 14, 300 dry bulk carriers, aggregating 19.6 million dwt, had been sold for scrap so far this year, beating by 160% the previous record of 12.2 million dwt set in the whole of 1986, Frangou Angeliki, chairman and CEO of Navios Maritime Partners told analysts on a conference call to discuss the company's third-quarter results.

The number of dry bulk carriers sold for demolition so far this year represented 3.65% of the global dry bulk carrier fleet, she said. Last year 5.8 million dwt of dry bulk tonnage was sold for scrap, representing just 1.3% of the global fleet. George Achniotis, senior vice president of business development at Navios Maritime, said an average of 1.2% of the world fleet was committed for demolition each year in the period 2000-2010, inclusive. Of the 300 dry bulk carriers sold for demolition this year, 64 were Capesize bulkers, but gave no comparison for prior years, he said. At the current level of demolition, Achniotis said, the industry is set to commit 24.9 million dwt of dry bulk tonnage for demolition in

the whole of 2011, representing 4.7% of the existing global dry bulk fleet. The ongoing problem of delayed deliveries of new ships from ship builders was continuing this year, with around 31% slippage from the schedule so far in 2011 as of the end of September, he said. Last year, the size of the global fleet swelled to 536.4 million dwt, up from 459.2 million dwt, Achniotis said. During 2011, the rate of slippage from scheduled deliveries from the yards amounted to 38%. For 2011, while the amount of new ships entering the market was likely to exceed that for 2010, he said, "the rate of slippage and taking the volume of scrapping so far this year, the net fleet growth may not be as large as seen in 2010." Around 11.4% of the global dry bulk fleet was over 20 years of age, of which 11.4% is more than 25 years, "which gives scrapping potential for another 106 million dwt," Achniotis said. Achniotis said the incentive for owners of such ships to scrap, because of low freight rates and the current price levels being offered to shipowners by demolition yards would yield an owner approximately $11 million-$12 million for a Capesize, which was the equivalent to around 30% of the secondhand value of a five-year-old Capesize bulk carrier. Navios is a major carrier of iron ore, coal and grain, owning and operating six Capesize dry bulkers, nine Panamaxes and one Supramax. According to a slide presentation at the analysts' call, Navios Maritime lists Constellation Energy, Rio Tinto, ArcelorMittal and Vitol from the world of metals, mining and energy among its top 15 customers. The shipowner derived 7.5% of its revenues in Q3 from Constellation Energy, 5.7% from Rio Tinto, 1.09% from ArcelorMittal and 1.3% from Vitol. Its biggest customer was STX Pan Ocean, one of the world's largest vessel owner/operators and carrier of iron ore and coal in its own right, and accounting for 13.2% of Navios Maritime's revenues.
Earlier Monday, the company reported a sharp increase in third-quarter revenues, helped by the effects of operating a larger fleet, but flat income, caused largely by a lower fleet utilization rate. In the three months to September 30, revenues rose to $48 million from $38 million in the corresponding 2010 period, but net income only grew to $16.6 million from $16.3 million a year earlier. The company said the increase in revenue was largely attributable to operating a fleet with two additional ships in Q3 2011 compared with Q3 2010. Navios reported fleet utilization in Q3 2011 of only 90.8% compared with 99.9% in Q3 2010. It did not specify what caused the lower utilization rate, other than attributing it to "unspecified off-hires." This cost the company $3.8 million in the quarter, it said. Lower freight rates resulted in reduced time charter equivalent earnings of $28,992/day per ship in Q3 2011, down from $29,978/day per ship in Q3 2010. In the first nine months of the year, revenues rose sharply to $136.5 million from $100.7 million in the corresponding 2010 period. Net income rose to $46.7 million from $42.1 million.
**Source: Anthony Poole, Platts**

Above seen the **Marsgracht** and the **Pacifice Explorer** in Port Moresby, Papua New Guinea.
**Photo : Max Brunet de Rochebrune ©**

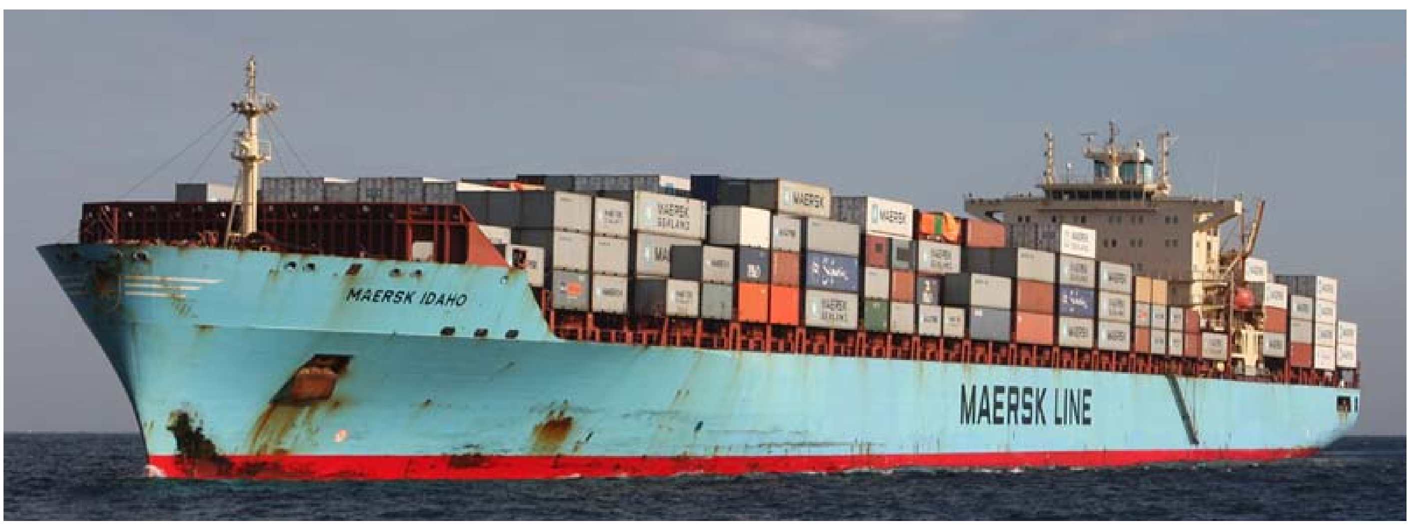
# Salvage teams abandon stricken ship after severe weather warning

Salvage workers abandoned a crippled ship stranded on a New Zealand reef for nearly a month on Monday after a severe weather warning renewed fears that it could break up and sink. The move came after authorities said they had transferred more than 1,000 tons of heavy fuel oil off the **Rena**, which ran aground off the east coast port of Tauranga on October 5, and 358 tons remained. Salvage teams have been in a race against time to pump the oil off the 47,000-ton container vessel before it breaks up and worsens what is already the country's worst marine environmental disaster.

Up to 360 tons of oil spilled from the Liberian-flagged ship after it ran onto the reef, 22 kilometres off Tauranga, polluting some of the country's finest white sand beaches and killing 1,365 seabirds and 13 seals. The ship's Filipino captain and navigation officer are awaiting trial on charges in connection with the incident. The Maritime New Zealand agency overseeing the salvage operation said forecasts of up to 5-metre sea swells in the next 24-48 hours made it too dangerous to continue trying to pump the oil off the ship onto a tanker barge. Forecasters also predicted winds of 55 kilometres an hour. Maritime New Zealand's salvage unit chief Kenny Crawford said the ship, which is cracked down the middle and listing 21-22 degrees, remained in a precarious position, at the mercy of the weather and tides.

The ship has already lost overboard 88 of the 1,368 containers of goods it was carrying and Crawford said the forecast rough weather made it likely that more would go over the side. More oil was also predicted to wash up on the beaches. **Source : Monsterandcritics**






The **MAERSK IDAHO** seen anchored off Algeciras – **Photo : Chris Brooks - www.ShipFoto.co.uk ©**

# UK ships will be able to carry armed guards - Cameron

British merchant ships sailing off the coast of Somalia will soon be able to carry armed guards to ward off pirate attacks, Prime Minister David Cameron said on Sunday. Britain is one of only a few countries with major shipping fleets to currently ban armed guards on its vessels, alongside the likes of Japan, Greece and the Netherlands. However, owners of ships from other countries are increasingly putting guards onboard as national navies struggle to combat Somali piracy in the vast Indian Ocean, a problem which is costing the world economy billions of dollars a year. In an interview with the BBC, Cameron said that Britain now planned to license guards to carry firearms on ships.

"The evidence is that ships with armed guards don't get attacked, don't get taken for hostage or for ransom and so we think this is a very important step forward," Cameron said. "The fact that a bunch of pirates in Somalia are managing to hold to ransom the rest of the world and our trading system I think is a complete insult," he added. The planned exemptions to Britain's strict firearms laws could allow guards to carry revolvers, automatic weapons or even rocket launchers on board.

A spokeswoman for Britain's Home Office (interior ministry) said that a licensing scheme would start within a month, and that the weaponry allowed would be "appropriate and proportionate". Licences would restrict use of the weapons to off the Somali coast, the Gulf of Aden, the Arabian Sea and parts of the Indian Ocean. Britain's Transport Ministry said it expected around half the 200 British ships which sail through those waters to want to use armed guards. Somali pirates, operating from the shores of the lawless state in the Horn of Africa, have raked in millions of dollars a year in ransoms from scores of hijacked ships from around the world, including oil super tankers.

Last month the shipping industry called on the United Nations to create an armed military force to be deployed on vessels to counter the escalating menace from the armed seaborne gangs. Better armed and increasingly violent pirate gangs are set to ramp up attacks in the coming weeks in the Indian Ocean as the monsoon ends. Around 17 ships are currently being held by the pirates who can operate hundreds of miles from the Somali coast. Negotiations often take many months before the ships and crews are released for ransom. The **Socotra 1**, a Yemeni-owned ship, was seized on Christmas Day 2009 and is still being held. **Source : The Star**

**Jana,** built 2009 8,273 grt, seen inbound under the Forth Bridge for Grangemouth, Scotland. **Photo : Iain Forsyth ©**



# Otto Marine issues profit warning

Offshore vessels shipbuilder Otto Marine warned of a third-quarter net loss when it releases its figures on 11 November, Seatrade Asia online reports. The Singapore-listed company cited reasons due to the volatility in foreign exchange rates of euro dollar against the US dollar, and reduced revenue from its subsidiary Reflect Geophysical because of low utilisation of the seismic vessels. “The group is expected to report a loss for Q3 compared with a profit for the corresponding period in 2010,” Otto said in a statement issued on Friday. Otto had posted a net loss in the second-quarter of this year. **Source : PortNews**


The October 24th delivered TSHD **BREUGHEL** seen at the Westerscheldt River, sister ships are the **BRABO** (2007) and the **BREYDEL** (2008).

**Photo : M., P. en Ph. van Luik - www.shipsoffterneuzen.nl ©**

# Maersk Line launches 'Daily Maersk Absolute reliability' system in Manila

Maersk Line, the world’s largest containerized cargo carrier which owns and operates over 550 vessels worldwide, launched in Manila on Oct. 25, 2011, its “Daily Maersk Absolute Reliability” system – a daily service between Asia and North Europe with promised on-time delivery in transporting cargoes, mb.com.phreports. The launch, attended by some 30 customers, mostly forwarders, and other stakeholders from the maritime industry, was led by Hong Kong-based Maersk Line Director for forwarding and sales in Asia Ulf Kreutzfeldt and Maersk Line Managing Director Manila-based Sylvia Ding, together with other officials of the giant shipping firm at Marriot Hotel in Pasay, Newport City, Metro Manila.

“Of the firm’s 550-plus vessels, more than 70 are committed to making ‘Daily Maersk’ possible,” said Mr. Kreutzfeldt during the launch, adding that the ports covered in ‘Daily Maersk’ are four in Asia namely, Ningbo, Shanghai, Yantian and Tanjung Pelepas; and three in North Europe – Felixtowe, Bremerhaven and Rotterdam. He said the new service’s scope covers the westbound direction between these ports. “Transportation time is the number of days between the cut-off at origin and the cargo availability at destination. It is the total time used for ‘ocean transport’ in the supply chain from the customer’s point of view,” he stressed.

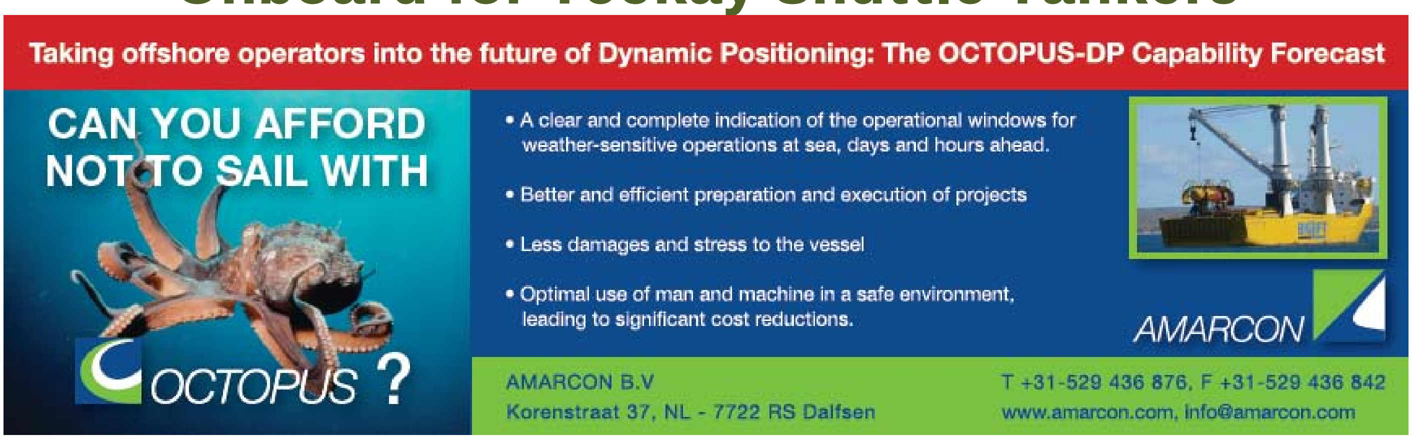
Kreudtzfeldt, together with Ms. Ding, also confirmed that Maersk Line is acquiring 10 new ‘Triple-E’ class of vessels – the world’s largest and most efficient kind of vessels, which are 400 meters long, 59 meters wide and 73 meters high, with 18,000 TEU (twenty-foot equivalent unit) capacity. Asked by guests as what ‘Triple E’ means, they said, “Triple E stands for Energy efficiency, Environmental performance, and Economics of scale.” The first 10 ‘‘Triple-E’’ ships were covered by a contract entered and signed by Maersk Line and top shipbuilder, Korea’s Daewoo Shipbuilding and Marine Engineering Co., Ltd. in February this year. These are 16 percent greater than today’s largest container vessel, the ‘‘**Emma Maersk**,’’ which is 397 meters long, with 15,000 TEU cargo capacity, acquired by Maersk Line in 2006 These are scheduled for delivery by Daewoo to A.P. Moller-Maersk Line headquarters in Copenhagen, Denmark between 2013 to 2015. They added Maersk has also an option of ordering 20 more of such kind of vessels. Maersk was reported to have already placed an order for an additional 10 more of “Triple-E’’ ships from Daewoo. The Maersk officials also announced that “Every part, small or huge, in Triple –E’’ ships’ can be recycled.”

Ms. Ding told the Manila Bulletin: “The fact that ‘Daily Maersk’ is more of superservice now, than any available on the market, there will be ‘no premium’ to be charged on customers.” She added that for customers in the Philippines, “Cut-offs in the four strategic ports in the Philippines are only once a week, but customers will still be able to enjoy improved transportation time in general through ‘better feeder-mother vessel connection, likewise with the introduction of “backups,’’ stressing “majority of Philippine feeder services connect to North Europe via Tanjung Pelepas.’’

She added that: Shipping with Daily Maersk “saves 13 percent of Co2 emissions per TEU moved compared to the industry average on the Asia-Europe trade; cargo availability will be available at destination at the agreed availability; Daily Maersk has abolished ‘transport time,’’ as a reference, and has introduced ‘‘transportation time’’ which refers to the complete time from cut-off to ‘‘cargo availability;’’ ‘‘Daily Maersk’’ reduces the need for storage and eliminates the need for adding expensive buffer days to forecasted arrival. **Source : PortNews**

Above seen the 2004 built LBY flag and owned oil products tanker **ANWAAR LIBYA** anchored offshore Malta on Friday 28th October, 2011. She’s the former **MAERSK RYE.**
**Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com ©**

# Samsung Heavy Industries orders OCTOPUS-Onboard for Teekay Shuttle Tankers




One of the leading shipbuilders in the world, Samsung Heavy Industries, has selected Amarcon to provide an integrated Wave and Motion Monitoring System for four new build Shutttle Tankers. The vessels shall be operated by Teekay. Part of the scope of supply is a wave radar interface module that is able to detect critical wave heights in an early stage. In combination with the OCTOPUS-Onboard functionality a complete center for decision support during weather-sensitive ship operation is realized. Real-time sea state spectra, including sea and swell parameters like wave height, period and direction shall be clearly presented on the bridge. Amarcon’s OCTOPUS-TMS motion monitoring technology with a three sensor set-up shall be used to measure and log surge, sway, heave, roll, pitch and yaw of the Teekay vessels. With the obtained information, the operating crew has a clear and real-time insight in critical wave conditions and overall motions of the vessel. When operating in harsh and demanding conditions, sloshing within the cargo tanks of the vessels can also be prevented. This has a huge influence on the lifetime of the tanks and lowers the total cost of ownership.

Where Amarcon generally delivers directly to shipping companies, the recent appointment from Samsung is an important and different approach to the market for Amarcon. “Shipping companies are becoming more aware of the overall effect of motion monitoring and decision support solutions on their revenues,” says Amarcon’s managing director Leon Adegeest. He continues: “Nowadays a Shipbuilder tends to build ships on order and that are exactly in line with the order specifications of shipping companies. When looking at the increasing demand for decision support technology, the shipbuilder can acquire an important strategic advantage when offering decision support in the standard delivery specifications of the vessel.” More information about decision support and motion monitoring solutions can be found on www.amarcon.com

The **GRIFTBORG** seen enroute Amsterdam – **photo : Simon Wolf ©**

# China Cosco reports loss of US$325.8 million in third quarter

CHINA Cosco Holdings, the nation's largest shipping conglomerate, recently announced its third quarter results, posting a net loss of CNY2.07 billion (US$325.8 million) due to falling freight rates, overcapacity and declining international shipping market, especially the severe situation in the international dry-bulk shipping market.

For container shipping business, the Tianjin-based carrier handled a total volume of 1,892,161 TEU in the third quarter, showing an increase of 14.2 per cent year on year. For the first three quarters, the total volume of container handled reached 5,131,795 TEU, up 11.4 per cent over the same period last year. However, total revenue of the container shipping business shrank 21.3 per cent year on year to CNY9 billion. From January to September, the total revenue of the container shipping business decreased 11.7 per cent to CNY25.6 billion. The result was better than a UBS forecast for a loss of CNY2.25 billion but worse than CNY1-1.5 billion loss projected by China's largest commercial bank ICBC, reported Reuters. Its chairman and CEO Wei Jiafu, who will become non-executive chairman as Cosco, blamed the global overcapacity for pushing down the freight rates, according to a Bloomberg report, adding that the carrier's average container rates fell 26 per cent year on year on transpacific trade and 41 per cent on Asia-Europe routes. Sales at China Cosco's container shipping business plummeted 21 per cent in the third quarter although the volume increased 14 per cent. Likewise, Asia-Europe sales decreased 33 per cent, while the volume upped 13 per cent.

Xia Yongjian, an executive at the carrier's unit's strategic development department for container shipping, said on a conference call with analysts that the carrier will idle vessels if no improvement in the market is seen. A Hong Kong-based BOC International analyst Huang Wenlong was cited by Bloomberg as saying: "The dilemma for container-shipping lines now is that the more cargo you carry, the more money you lose." **Source : schednet**


# Young Maritime International

**Special edition (02-11-2011)**


The 2nd of November 2011, a special edition of the Young Maritime International will be published. This will be a printed version as attachment of **De Scheepvaartkrant.**

The Scheepvaartkrant appears every two weeks with a print run of over 26.000 copies with subscriptions both within the Netherlands and abroad, and a range alongside international waters. De Scheepvaartkrant reaches over 75.000 readers with a strong connection to your target group. The special edition of YMI is a unique opportunity to bring your company and services under the attention of those readers.

**A standing edition for the readers**

The attachment has, partly as a result of the print on 60 grams magazine-sized refined newspaper, a function to remain preserved. Subsequently, your message will be read multiple times by readers. This theme edition will be developed specifically for the readers and thus include interesting articles of young people. In addition it aims to highlight the supply and developments in the field of the shipping industry.

# NAVY NEWS

# Israeli submarine deal in jeopardy

Germany has threatened to suspend the delivery of a nuclear-capable submarine to Israel, in protest at the country's settlement policy, according to a media report released Sunday. Government sources confirmed to Der Spiegel news magazine that Germany may withhold a Dolphin submarine commissioned by the Israeli military. Israel already owns three strategically important Dolphin submarines, the weekly magazine reported, while two more are being built in the German harbour city of Kiel.

Earlier this year, the German government granted 135 million euros (about R1,5 billion) to help Israel buy a sixth Dolphin submarine - a deal that is now reportedly threatened by Berlin's objection to the country's settlement policy.
In September, Israel gave the go-ahead for the construction of 1 100 homes in Gilo, a part of Israeli-occupied East Jerusalem captured from Jordan in the 1967 Middle East War. Israel regards Gilo as a Jewish suburb of Jerusalem, while Palestinians and the international community consider it an illegal settlement. **Source : Sapa-dpa**


The South African frigate **F 145 AMATOLA** seen outbound from Cape Town – **Photo : Aad Noorland ©**

# SHIPYARD NEWS



# Successful launch ceremony for AMBIORIX

The launch for the self-propelled cutter suction dredger, **AMBIORIX,** took place on 28 October 2011 at the IHC Merwede shipyard in Hardinxveld-Giessendam, The Netherlands. IHC Merwede is building the impressive ship for the DEME (Dredging, Environmental & Marine Engineering) Group. The contract for construction of the vessel was signed between DEME and IHC Dredgers in spring 2010, and the keel was laid on 23 December 2010. The vessel will be delivered in May 2012.

The **AMBIORIX** is able to dredge to a water depth of approximately 35 metres and will be one of the most powerful cutter suction dredgers in the world. This new vessel is suitable for heavy soil and rock. The **AMBIORIX** is equipped with two inboard dredge pumps and one submerged dredge pump on the cutter ladder. It also has a barge-loading system, which can load barges moored alongside the dredger. The flexible spud carrier includes a buffer system – and other equipment – which enables dredging during challenging weather conditions. The dredging process is entirely touch screen operated

Furthermore, the dredge, is equipped with a 'remoteview' system, enabling the permanent online view of its dredging process at DEME's head office in Zwijndrecht  The vessel was named after **Ambiorix**, who was leader of the Gallic people, called the Eburones. With a cunning plan he defeated a Roman legion and five cohorts (7.200 soldiers) of Julius Caesar in 54 BC. This feat made Ambiorix into a Belgian hero – an icon of a brave warrior. The name AMBIORIX fits perfectly with DEME's tradition of naming vessels after historical or cultural national heroes, like **Artevelde, Breughel** and **Breydel**.

- Length overall 123.80m - Breadth 25.20m  - Depth 8.20m
- Dredging depth 35.00m
- Total installed power 26,100kW
- Accommodation 43 people
- Special feature Barge loading


**Photo : Jan van Heteren ©**

# STX OSV to build PSV quartet for Island Offshore

STX OSV Holdings Limited reports that it has secured new contracts for the construction of four Platform Supply Vessels (PSV) for Island Offshore. The combined value of all four contracts exceeds NOK 1 billion (about $184 million). The first two contracts are expected to become effective in November 2011, and the remaining two in January 2012. All four contracts are subject to financing approvals.

The vessels will be of Rolls Royce's UT 717 CD design. The overall length of each vessel will be 84.3 meters with a beam of 17 meters, and the deadweight will be approximately 3,800 DWT. Deliveries are scheduled from STX OSV's Brevik shipyard in Norway in the third and fourth quarter 2013 respectively for the first two vessels, and in the first quarter 2014 for the other two vessels. The hulls of the vessels will be delivered from STX OSV's Braila shipyard in Romania. The Island Offshore Group is a leading provider of services to the offshore industry managing a fleet of 20 high quality vessels with an average age of less than four years, currently operating in Brazil, Mexico, USA and in the North Sea. STX OSV has delivered more than 25 vessels to Island Offshore over the past ten years, and already has four vessels under construction for this long-standing client prior to securing the new contracts.

The Island Offshore Group is privately owned and the majority shareholder is Island Offshore Shipholding LP. Island Offshore Shipholding LP is jointly owned by the Ulstein and Chouest families on a 50/50 basis. **Source : MarineLog**


The **ANANGEL ASTRONOMER** seen under construction at the DSME yard in Korea
**Photo : Daan Akerboom ©**

# ROUTE, PORTS & SERVICES

# NYK foresees gloomy market ahead

A "severe market" outlook is projected by Nippon Yusen Kaisha (NYK Line) as the Japanese shipping firm plummets into net loss in the first-half. "In the second-half of the fiscal year (1 October 2011-31 March 2012), pressure to appreciating yen is expected to continue due to a stagnant US economy and financial instability in Europe. Additionally, bunker oil prices are expected to remain high," NYK said.

It also forecast weaker cargo freight volumes due to the slowing global economic conditions, and the demand-supply balance has deteriorated due to the delivery of large-sized containerships. In the first-half ended 30 September 2011, NYK swallowed a net loss of JPY12.06bn ($150.35m) as against a net profit of JPY44.37bn in the same period last year. Revenue stood at JPY911.18bn compared to JPY1.01trn a year ago.

Against the backdrop of poor first-half results, NYK revised down its earnings forecast for the financial year ending 31 March 2012 to net loss of JPY18bn. The previous forecast was for a net profit of JPY5bn. **Source : Seatrade Asia**




The first potato vessel for the season arrived in the port of Harlingen, as seen above the **ANDROMEDA** was assisted by 3 Tuinman tugs – **Photo : Wytze van de Witte ©**

# Ports plan tariff hike

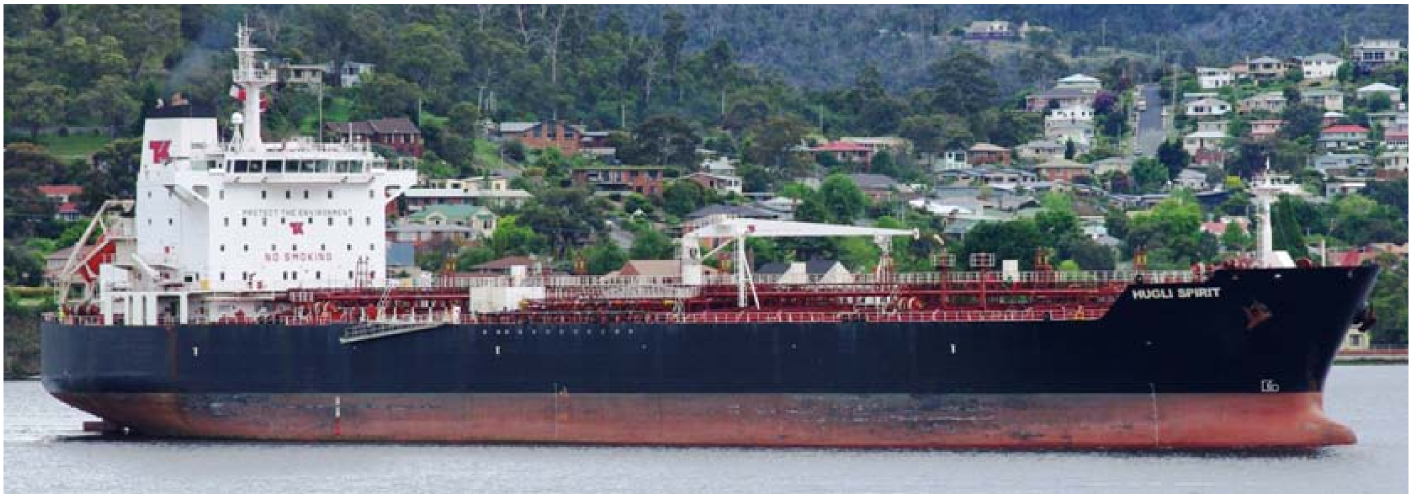
A number of major ports in Malaysia plan to increase port tariffs or introduce new tariff items going forward. This is because the revision of some of the tariff items has been long overdue. The move is also to match the investments that have been made to expand the ports. Port Klang Authority acting general manager Capt David Padman told StarBiz that some of the new rates should be applicable by the first quarter of 2012 pending the Transport Ministry's approval. "The revision of a number of tariff items including conventional cargo and marine services for Port Klang has been mooted since three years ago. "This is because a large section of the conventional tariff has not been revised for 45 years since the days when Port Klang was administered by the Malayan Railways. "Also, terminal operators have many times requested charges to be increased in line with the investments in the facilities and services including the construction of new berths, purchase of new cargo handling equipment and subsequent maintenance of the facilities." He said terminal operators had also requested an increase in marine service charges as fuel prices had increased substantially since 2008.

After extensive examination of the proposals by the operators and subsequent consultation with the industry and port users, charges for conventional cargo handling such as stevedorage, wharf handling and storage would be increased, Padman said. "On the other hand, certain charges such as wharf labour and third-shift surcharge have been withdrawn as they are no longer justified given the scope of current port operations. "Marine service tariffs will see a slight increase while container handling will see new charges for containers of more than 40 ft long," he said.

It was reported in StarBiz last month that Penang Port Sdn Bhd also planned to introduce new tariffs in the middle of next year. Chief operating officer Obaid Mansor was quoted as saying that the proposal to raise port tariffs, comprising largely cargo-handling and ship charges, had been submitted to the Penang Port Commission. Penang Port tariffs were last revised in 2003 and implemented in 2007, which saw a 30% increase in handling charges for container cargo to the present rate of RM182 for a 20-ft container and RM273 for 40-ft container. About 80% of the cargo handled at Penang Port's North Butterworth Container Terminal comprises full container load cargo, which is expected to generate 75% of Penang Port's revenue this year compared with about 65% in 2010. Meanwhile, ports in Johor namely Johor Port and Port of Tanjung Pelepas, (PTP) are also expected to introduce new tariffs of some sort.

Chairman for both ports, Datuk Mohd Sidik Shaik Osman said Johor Port had recently received approval for a small revision of its port tariff only after 24 years. "The new port tariff at the Johor Port has been effectively implemented since August 2011. "The previous revision in Johor Port's tariff was in 1987," he said. As for PTP, Mohd Sidik said it was currently exploring with the Johor Port Authority on the possibility of introducing new tariff items which were not currently prescribed. "However, the expected impact on port users will be very minimal," he said. As of last year, Port Klang, which comprises Northport and Westports, were ranked at 13th place in the global container ranking by volume at 8.87 million twenty-foot equivalent units (TEUs).

PTP came in at 16th place last year with a volume of 6.54 million TEUs, It was reported that for the first five months of this year, Malaysian ports handled a total of 8.2 million TEUs, up 10.9% from the same period last year. **Source : The Star**




**Hugli Spirit** seen here departing Hobart, Tasmania, Australia on 31/10/11 after discharging petroleum products. This was her first visit to Hobart. She sailed for Devonport in North Western Tasmania. **Photo : Glenn Towler ©**


The **FAIRLANE** seen anchored off Singapore – **Photo : Capt. Jelle de Vries ©**

# Tata NYK Shipping to purchase three dry bulk cargo carriers

Tata NYK Shipping Pte Ltd will purchase three new dry bulk cargo carriers from Japanese yards as part of a plan to expand fleet to ship at least half of Tata group's expected cargo of 60 million tonnes (mt) in the next few years.

The new ships, scheduled to be delivered in 2012 and 2013, will add to the 16 ships run by Tata NYK, a joint venture between Tata Steel Ltd and Japan's second largest dry bulk ship operator NYK Line Ltd. "We have ordered three supramax ships from Japanese shipyards," said Rajiv Mukerji, managing director of Tata NYK. He did not reveal the value of the ships, which are under construction at Japan's Tsuneishi Group (ZHOUSHAN) Shipbuilding Inc. and Oshima Shipbuilding Co. Ltd.

Supramax dry bulk ships can navigate the Panama and Suez canals and carry 63,000 tonnes of dry bulk commodities.

A supramax ship costs about $33-34 million to build at Japanese yards, according to Norwegian ship-broking and investment bank RS Platou ASA. Tata NYK was formed in 2007 to ship raw material and finished steel for Tata group, allowing it strategic control over logistics, besides servicing other customers. It currently owns two supramax carriers and has hired 14 more from other companies, including its partner NYK Line. "We will look at further acquisitions in terms of purchase or time charter (long-term hire) in other segments, such as panamax and capesize ships at the right time and opportunity," Mukerji said. "We have some projects, which we are trying to develop and, if successful, we will look at debt/equity options maybe next fiscal year."

Panamax dry bulk carriers can carry 79,000 tonnes of cargo and pass through the Panama canal fully laden. Capesize are the largest dry bulk carriers, with a capacity to load 180,000 tonnes of dry bulk commodities. In the next few years, Tata group will need to transport around 60 mt of cargo annually. "We cannot carry all 60 million tonnes on Tata NYK vessels," Mukerji said. "It will also be important for the group companies to deal with other (shipping) companies to get an independent sense of the market as also diversify their exposure. However, our target is at least 50% as mandated by our promoters and we should be able to achieve that." The joint venture, Mukerji said, has grown rapidly in terms of cargo carried over the last four years. It currently ships about 9 mt of dry bulk cargo. "Being a young company, we have tried to build competencies in a structured manner leveraging the strength of our promoters. We have been able to compete with the best, although there is scope to further strengthen our competitive position," he said. "We are doing this by continuous cost reduction, innovative freight solutions and leveraging NYK fleet position." Analysts said capacity addition will help Tata group. "A group like Tata will have a steady demand for iron ore and coal for the production of its steel, so by owning their own ships, they can control the delivered cost of the commodity, potentially leading to cost savings over the long-term," said Nneka Chike-Obi, a dry freight analyst at London-based ICAP Shipping Ltd.

"Assuming an average life of 25 years for a bulk carrier, we would certainly expect that over such a period, rates will rise and fall in such a way that ownership is a more attractive choice for firms that expect a steady flow of raw materials over that time span," she added. **Source : PortNews**

# THIALF MEETS SINTERKLAAS

Last week, when passing the coast of Spain the attention of the crew of the **Thialf** was attracted by a small boat. It made strange some manoeuvres and a guy was sitting on the wheel house waving towards the **Thialf**. Just as the captain wanted to inform the coastguard about some possible pirates one of the mates identified the crew on deck as being 'Zwarte Pieten'. (In Holland we have the tradition of '**Sinterklaas** en **Zwarte Piet**'. Once a year they sail from Spain to Holland with a boat full of presents for the children.) We managed to contact them by VHF and it appeared that they had set sail for Holland but got lost. No GPS fix was possible due to the fact that the navigation computer had been used to play some video games and the antenna fell overboard after being used as a frisbee. To make things worse the sextant they tried to use was a fake one, made of chocolate. The '**Thialf**' immediately stopped as the tradition of '**Sinterklaas**' is of course much more important than arriving in time at the next project. Some help was offered by radio. The '**Navigational Piet**' was also worried because he did not see any land on his chart. This problem was solved quickly as it appeared that he had turned his chart upside down. When this problem was solved we lowered a handheld GPS and some toilet paper (which they forgot to take with them) into the small boat. Also 'Engineer Piet' was given they advise to burn not too much candy in the ships boiler as the ship then would not comply with the emission rules. In return we got a big bag of candy and 'pepernoten'. Unfortunately they were from last year. I guess also '**Sinterklaas**' has some problems with his stocks and investments.... The '**Thialf**' then set sail again towards the **'Castor**' project on the south side of Spain. **'Pakjesboot 12**' made one circle around the **Thialf** (see attached photo) and then headed north towards Holland where they should arrive at November the 12th. Should anybody spot them in the mean time please ask them if everything is going well. We are still a little bit worried……..


The **OSTSEE** seen enroute Rotterdam – **Photo : Ria Maat ©**

## NEDERLANDSE MARITIEME LUNCH IN SINGAPORE

**Via deze weg willen wij de "Maritieme" Nederlanders uitnodigen voor deze lunch, wat tevens een uitstekende plaats is om te netwerken, en kennis te maken met andere Nederlanders uit de industrie**

**En is deze keer wederom in de TRADEWINDS BAR van de :**

# Hollandse Club in Singapore

op **vrijdag 4 november 2011** tussen **12:00 en 14:00 uur**

22 Camden Park
Singapore 299814
Tel : +65 6464 5225
www.hollandseclub.org.sg

Namens :
**Hendrik ten Hoeve – Compass Energy**
**Rik Zwinkels – Hallin Marine**
**Richard van der Werf – T&T Bisso Salvage Asia**
**Renier van den Bichelaer – Smit Salvage Singapore**
**Piet Sinke – T&T Bisso Salvage Asia**

**Als U van plan bent aanwezig te zijn, gelieve even een mailtje te sturen naar clubderuyter@gmail.com zodat wij er rekening mee kunnen houden voor hoeveel personen er nasi goreng en sate ☺ gemaakt moet worden**

## Maritieme club "de Ruyter" – Singapore

# Höegh names latest ship in Mozambique

Mozambique's First Lady has named Höegh Autoliners' newly built ship, **Höegh Maputo** during a naming ceremony in Mozambique, Heavylift reports. Mozambique's First Lady, Her Excellency Mrs Maria Da Luz Dai Guebuza acted as Lady Sponsor and named and blessed the Höegh Maputo (pictured below) accompanied by her husband His Excellency, Armando Emilio Guebuza, the President of Mozambique. The ceremony was hosted by Höegh Autoliners chairman Leif O. Høegh. The **Höegh Maputo** is 182.8 m long pure car truck carrier (PCTC) with a carrying capacity of 4,900 car equivalent units. The vessel was delivered from Xiamen Shipbuilding Industries in China in July 2011 and is the third in a series of four built for Höegh Autoliners in China.

Leif O. Høegh states: "We are extremely pleased that Her Excellency Mrs Maria Da Luz Dai Guebuza honoured our company by acting as Godmother to this magnificent ship. We have over the years developed close relations and important activities in Mozambique, witnessed here at our joint venture car terminal. The presence of Her Excellency and the President at this event is a welcome demonstration that our activities are appreciated by the leadership in Mozambique".

Höegh Autoliners is a major player in the market for deep sea vehicle transportation services. The company operates more than 50 PCTC vessels in global trade systems making around 3,000 port calls yearly operated through 30 local offices worldwide along with a network of dedicated agencies. The company has invested interests in the joint venture operating the Maputo Car Terminal and other Höegh interests are involved in investments in Mozambique. **Source : PortNews**


The **ARIES** seen at the Westerscheldt River enroute Antwerp – **Photo : Henk de Winde ©**

# MARITIME ARTIST CORNER


Above seen the Grimaldi-Liner **GRANDE SAN PAOLO** on the river Elbe bound to the port of Hamburg.
**Photo : Peter Jaenicke-Jacobs ©**

# …. PHOTO OF THE DAY …..


Dredging, Environmental and Marine Engineering (DEME) recently launched the self-propelled cutter suction dredger, **Ambiorix,** one of the most powerful and advanced cutter suction dredgers in the world.
**Photo : Jan van Heteren ©**