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**The CATHY THERESA seen anchored off Singapore – Photo : Leon van Duivendijk ©**


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## WIELINGEN GEDOOPT



Op maandag 7 november doopte mevrouw Ann De Roeck, lid van het directiecomité van Dexia, de tenderswath **WIELINGEN**.

De meter maakte vervolgens kennis met gezagvoerder **Eddy Janssens** en zijn bemanning en vergezelde hen en een aantal VIPs voor een tocht met haar metekind binnen de haven. **Joachim Coens**, gedelegeerd bestuurder van de haven van Zeebrugge, trad op als gastheer en de heren **Jan Strubbe** en **Roger Roels**, respectievelijk voorzitters van Nautinvest Vlaanderen nv en Wandelaar Invest nv waren evenzo present.



Een 120-tal genodigden genoten van een aangename receptie die tot kort na de middag duurde.

De meter ontving nog een boeket bloemen en een foto van de **WIELINGEN** en verduidelijkte tijdens haar boeiende toespraak onder meer de symboliek rond de hoed van haar vader die ze droeg tijdens het doopmoment. **Jacques D'Havé** schetste in zijn speech het belang van de nieuwe beloodsingsmiddelen en dankte de medewerkers aan het

project. **Joachim Coens** verwelkomde iedereen en benadrukte de verwachtingen die zijn haven en klanten hebben bij de vernieuwingen die met de beloodsingsmiddelen concreet vorm krijgen. Hij verwees hiervoor ook naar het belang van de ketenwerking.



The **RAMONA** seen outbound at the Westerscheldt River – Photo : **Henk de Winde** ©

## Dry bulk market regains some of the lost ground

The dry bulk market managed to edge forward yesterday, putting an end and halting the losses accumulated over the course of the past weeks, which have seen the market's benchmark, the Baltic Dry Index (BDI) reaching a seven-week low. Yesterday the BDI ended at 1,802 points, up by 43 points. The main reason for this recovery was a rise of the Capesize market, by 170 benchmark points to 2,993, with average daily rates reaching \$45,000. Still, all other market segments were down yesterday.

Referring on the Capesize market, shipbroker Fearnleys said that the "market spiraled downwards last week and remained quiet on Monday due to a holiday in Singapore. Rather than depressing the market further, the lull in fixing in the Pacific enabled the owners to show more resistance, and the Index stopped falling. The spread in time charter return for the front haul vis-a-vis the Pacific round voyage could not be maintained and several uncovered prompt front haul cargos secured a renewed confidence in the market resulting in an increase in the rates. There is some speculation that the increase in the Pacific activity we have seen is on the back of an increase in the iron ore prices, which have fallen considerably in recent months. There has been very little activity on the period market this week" said Fearnleys.

In a separate report, Piraeus-based shipbroker Shiptrade Services said in its weekly analysis that the "week began same as last week ended, with lack of cargoes in the Pacific, forcing owners to lower their levels or start ballasting towards the Atlantic, which affected the rates in that region too. Rates for Transatlantic rounds concluded at USD 29.000 per day, while on the Fronthaul trade, rates for trips to F.East, levels concluded at USD 41.000per day. On the Tubarao/Qingdao trade rates were under pressure as an effect of the ballasters from the Pacific, and at week's closing rates concluded at USD 24.00 pmt. In the Pacific basin, the iron ore majors came into the market again, but the cargo volume was not enough to cover all the available tonnage, even though there were some coal cargoes ex S.Africa or W. Canada, and soon Owners began competing in order to find business. At weeks end, rates for the Australia/China trade concluded at USD 9.75pmt, while on TCT basis, rates for Pacific round concluded at USD 18.000 per day basis N.China delivery" said Shiptrade, commenting on the Capesize front.

On the Panamax market, Shiptrade said that "rates slightly dropped as the available tonnage started building up and could not see many new cargoes. In the Atlantic basin, the USG market remained the driving force, but seems like it started losing steam. Rates for trips ex USG to F.East concluded at USD 26.000+600.000 GBB basis APS USG, while for trips to East Mediterranean fixtures reported at USG 15.750per day + 375.000GBB. Rates for Transatlantic round concluded at USD 17.000, and rates for Fronthaul trips concluded at USD 25.000per day. In the Pacific basin activity remained low without many coal cargoes ex Indonesia, and those Charterers who had firm requirements were waiting for rates to drop further. At week's closing, rates for S.China/S.E.Asia positions interested for Indonesia round, concluded at USD 12.500 – 13.000per day. Positions at N.China/Japan range interested for trips ex NOPAC fixed at rates of USD 11-12.000per day" mentioned Shiptrade. Regarding the Supramax market, it followed the same trend,



with less cargoes, but some areas were more attractive. In the USG region rates for trip to Continent/East Mediterranean remained steady close to USD high 20's per day, while for trips to F.East rates concluded at USD low 30's per day. On the Mediterranean/BI.Sea market we could see grains/fertilizers/steels going to USG or Continent, and Charterers wanting to pay around USD 7.000 per day. Cargoes ex Continent to USG or ECSA were willing to pay around USD 10.000per day, while rates for trips to East Mediterranean were around USD 10.000 per day.

Pacific basin experienced a poor week with rates dropping for all directions, and still many Charterers preferred not to move. Some fixtures concluded to direction India but levels were fluctuating between USD 8.000 – 10.000 per day. On the other hand, for the N.China positions, a few cargoes ex NOPAC concluded at rates of USD 11.000 per day" said the report. Finally, on the Handysize front, Shiptrade said that rates also kept sliding. "In the Atlantic region we could see the usual cargoes from East Mediterranean/BI.Sea to F.East at rates around USD low 20's per day, while for trips to USG or ECSA rates were at USD 5-6.000 per day. Ex ECSA there were not many cargoes available, or not many cargoes firm and Owners thinking to ballast to other directions. In the Pacific basin, market remained quiet and tonnage building up with many vessels spot in N.China. There were some parcels of steels or cement/clinker at levels around USD 4-5.000 per day" concluded Shiptrade. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The **NORTHERN SUPPORTER** seen in Ijmuiden – **Photo : Hans Blomvliet ©**

## **Nordic American Says Slowing Tankers to Become More Widespread**

Reducing the speed of oil tankers to save on fuel costs will become more widespread, said Herbjorn Hansson, chairman and chief executive officer of Nordic American Tankers Ltd. The speed of Nordic American's fleet is slower in

a "weak market" for return voyages after vessels have unloaded their cargoes, which saves on fuel costs, the company said in its third-quarter report for 2011 yesterday.

"I believe the practice of slow steaming will be more widespread," Hansson said today by mobile phone from Norway. "All shipowners will look at this and try to find out what is commercially attractive." When an oil tanker is traveling at 14 to 15 knots, it may use between 50 and 55 metric tons of bunker fuel a day, said Hansson. Some of the ships in Nordic American's 20-vessel fleet cut their speeds to 8 to 10 knots, and at this speed, fuel consumption may decrease to 25 tons a day, he said.

The price of ship fuel, or bunkers, gained 33 percent from the start of the year to \$678.76 a ton, data compiled by Bloomberg from 25 ports worldwide showed yesterday. Bermuda-based Nordic American is exiting the Gemini pool of tankers during the fourth quarter of 2011, and will begin operating within the Orion tanker pool during the same period, the company said in the statement yesterday. The Orion pool was set up by Nordic American with Frontline Ltd., the world's largest operator of very large crude carriers, and will manage 29 suezmax tankers, Nordic American said. A suezmax tanker is capable of hauling 1 million barrels of crude. "The Orion suezmax pool will give a meaningful reduction in costs which will be gradually felt going into 2012," Hansson said. **Source: Bloomberg**



**Comarco barge 231** safely beached using COMARCO's EBOS (Exposed Beach Operating System) at Moma Sands beach head in 28kt cross winds and 2.5m breaking wells. **Photo : Philip Fay - [www.comarconet.com](http://www.comarconet.com)** ©

## Somali pirate attacks hit record level

Attacks on shipping by increasingly sophisticated Somali pirates in the Gulf of Aden and the Indian Ocean reached record levels in the first nine months of the year, the International Maritime Bureau says. Indian shipowners, who have been increasingly hit as pirates have extended their raids up to 1,500 nautical miles east of the gulf, deep into the India Ocean, say the piracy scourge is costing the global shipping industry more than \$9 billion a year. U.S. risk management company Aon reports there has been a 267 percent year-on-year increase in attacks in the Arabian Sea. The attacks are carried out mainly by Somali pirates. IMB Director Pottengal Mukundan says there were 352 attacks on shipping worldwide in the January-September period, up from 289 in the first nine months of 2010. "But what's significant," he said, "is that the number of hijackings is down." Pirates have only seized 24 ships so far in 2011, compared to 35 in the equivalent period last year. This has been attributed to more vigorous action by naval forces -- and more ships carrying armed guards, a practice once considered too provocative to be effective.

Various naval forces are deployed off Somalia and across the Indian Ocean. These include the European Union's Operation Atalanta, NATO's Operation Ocean Shield and the U.S.-led Combined Task Force-151, as well as independent flotillas from countries such as China, Iran, India and Russia. "While such forces have been extremely active in counter-piracy efforts, the area of ocean to be patrolled, more than 1 million square kilometers, makes it an impossible task to monitor all shipping and prevent all possible attacks," the International Institute for Strategic Studies, a London think tank, observed in an analysis Tuesday.

"As a result, the shipping industry is turning to private security firms to fill the gap." British Prime Minister David Cameron announced Oct. 30 that British-flagged ships will be allowed to carry armed guards against pirates. Up to 200 British merchant vessels regularly sail through the waters where the pirates lurk. The British say armed guards -- previously discouraged by London -- would only be permitted to operate while passing through dangerous waters.

Cameron, asked whether he was comfortable with allowing private security operatives to "shoot to kill," told the BBC: "We have to make choices. The fact that a bunch of pirates in Somalia is managing to hold to ransom the rest of the world and our trading system is a complete insult and the rest of the world needs to come together with much more



vigor." Peter Hinchliffe, secretary-general of the International Chamber of Shipping, which represents more than 80 percent of the world's merchant fleet, observed: "To date, no ships with armed guards on board have been captured." For many shipowners, this is the clinching argument, even though Hinchliffe cautioned that if the use of armed guards becomes widespread, the pirates "will respond with increase firepower to overwhelm the armed guards and, when that happens, the impact on the crew will be pretty dreadful." The change in British thinking on this issue reflects a wider shift by governments, shipping companies and maritime organizations, including seamen's unions, toward providing armed guards on their flag vessels. France and Spain allow armed detachments on their vessels. Italy is planning to do so as well. When the piracy crisis in the Gulf of Aden emerged five years ago, with sea bandits from lawless, strife-torn Somalia striking largely in coastal waters in speedboats using rocket-propelled grenades, the general consensus was that armed guards would risk worsening the problem. But now the stakes are infinitely higher. The pirates, organized mainly along clan lines, have evolved into highly sophisticated groups. They use "mother ships," usually hijacked modern fishing trawlers, to penetrate deeper into the Indian Ocean for extended voyages and capable of launching multiple attacks. There are believed to be 7-10 gangs financed by moneymen in the Persian Gulf with agents in London's shipping insurance fraternity who identify targets with the most valuable cargoes for ransom. The pirates' targets include oil and chemical supertankers sailing in and out of the Persian Gulf with cargoes worth hundreds of millions of dollars. This has caused great alarm that oil and gas supplies could be disrupted, driving up global prices as the world grapples with economic meltdown. **Source: UPI**



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The **SKANDI HERCULES** seen anchored off Singapore – **Photo : Jonathan Lee ©**

## Donjon Marine appoints VP of Ops, Salvage and Engineering

**Paul Hankins**, formerly President of Donjon-SMIT, LLC, has joined Donjon Marine, Co., Inc., Hillside, N.J., as Vice President of Operations-Salvage & Engineering Division. His primary duties will involve Donjon's U.S. Navy Salvage Services Contract, as well as its U.S. Coast Guard Basic Ordering Agreement (BOA).

"Donjon is pleased to welcome Paul to the Donjon team and we look forward to his expertise and management experience to help bolster our marine salvage activities," said John A. Witte, Jr., Executive Vice President, Donjon Marine Co., Inc. A native of Washington, D.C., Mr. Hankins has more than 22 years of management and supervisory experience with the federal government and private industry, including a distinguished career in emergency response management with the both the U.S. Navy Supervisor of Salvage and Alyeska Pipeline Service Company, after serving in the U.S. Navy.

Prior to joining Donjon-SMIT, Mr. Hankins was Deputy Assistant Administrator, Intermodal Programs Office with the Transportation Security Administration. Mr. Hankins has participated in more than 30 major emergency responses and national/regional area security exercises throughout the nation and was one of the principal authors of the National Incident Management System published by the Department of Homeland Security. He spent more than seven years at a national oil spill contingency plans and preparedness review level, representing the Department of Defense on the National Response Team. He is a graduate of the United States Naval Academy, where he received a degree in Naval Architecture and The George Washington University, where he received a Master's Degree in Environmental Management. He and his wife, Holly, have three children, Keith, Ian and Anne. **Source : MarineLog**



The **OWL** seen moored in Selat Sinki (Singapore) last Thursday – **Photo : Piet Sinke ©**

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The **MAERSK ARIZONA** seen outbound from Pointe Noire – Photo : Marc Veenstra ©

## Stowaway Search

A massive manhunt has been launched for two Sudanese stowaways, who sneaked into Mumbai via a sea route in a cargo vessel, police said today. According to them, the duo identified as Dominic Isojason and Peter Apul were believed to have boarded the **Sea Lion** vessel in Kenya and while the ship was sailing, the crew found the two stowaways on board and alerted the captain of the ship. "The captain of the cargo vessel immediately informed the ship's owner about their presence and after reaching the Mumbai shores on Saturday evening, he informed the authorities concerned at the port here but the duo were not found on the ship,"

Deputy Police Commissioner Tanaji Gadge said. The police were later notified about such an incident, Gadge said adding that "the two are suspected to have escaped from the ship as they were travelling without the requisite documents. A massive manhunt has been launched for the duo." The ship had not hired any security personnel despite such orders from its shipping agent, police said. Source : **ShipTalk**

## Jaarlijkse koopvaardijdienst in teken van isolatie van zeevarenden

Op zondag **20 november** wordt om 15.30 uur in de Nieuwe Kerk te IJmuiden de jaarlijkse koopvaardijdienst gehouden. Deze dienst is na de tweede oorlog in het leven geroepen om de gevallen op zee te herdenken. Dit jaar zal in het bijzonder stil worden gestaan bij het terrorisme en de consequenties die dat voor zeevarenden heeft. Na september 2001 is men begonnen rond havens hekken te plaatsen die ongenode gasten (terroristen) uit de buurt moeten houden. Deze versperringen beperken echter ook het walverlof van de bemanningen. Na de reis en eenzaamheid op zee, kunnen zeevarenden in een aantal landen zelfs helemaal niet meer de wal op om zich te verpozen of zelfs maar even contact met het thuisfront te zoeken. Zo is de haven voor zeevarenden, die soms



maanden van huis zijn, eigenlijk geen haven meer. Gelukkig zijn er nog wel zeemannshuizen waar de organisatie zich inzet om zeelieden de gelegenheid te geven om even van boord te gaan.

**Dhr. F. M. Weerwind** burgemeester van de Gemeente Velsen, verzorgd de herdenking van omgekomen zeevarenden. De dienst zal worden geleid door koopvaardijpredikant **L.J. Rasser**, dominee **L.P.J. van Bruggen** en oud-katholieke pastor **H. Münch**. Muzikale medewerking wordt verleend door **The Martin Mans Formation**, o.m. bekend van "Nederland Zingt". Organist is **Arie Rijke**. De Nieuwe Kerk bevindt zich vlakbij de sluizen aan de Kanaalstraat 250. Daar is ruime gratis parkeergelegenheid. Na de dienst wordt u in de gelegenheid gesteld na te praten onder het genot van een kopje koffie of thee. Een ieder die zich verbonden voelt met de zeevaart is van harte welkom! Voor meer informatie over de koopvaardijdienst kunt u contact opnemen met **Ds. L.J. Rasser** Veembroederhof 164 1019 HC Amsterdam tel 020 669 00 65 of via [leon.rasser@gmail.com](mailto:leon.rasser@gmail.com)

Voor aanvullende informatie en foto materiaal kunt u terecht op de volgende websites:

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## CASUALTY REPORTING



The tug **AZ LILY** seen grounded in Selat Sinki (Singapore) with the assisting tug **AZ LAVENDER** just after an attempt to refloat the grounded tug last Thursday – **Photo : Piet Sinke ©**

## NAVY NEWS

### Commanding officer of Norfolk-based carrier USS Harry S. Truman dies



The commanding officer of the nuclear-powered aircraft carrier **USS Harry S. Truman** has died. The US Navy said in a news release that **Capt. Tushar Tembe** collapsed Tuesday while leaving the ship, which is undergoing repairs at a shipyard in Portsmouth. The ship's medical response team tended to Tembe until he was taken to Bon Secours Maryview Medical Center, where he was later pronounced dead. Tembe was 49. The Navy says the cause of death is undetermined. Tembe assumed command of the **Truman** last year. He was born in Bombay, India and came to the United States as a child. He graduated from Texas Tech University and later became a fighter pilot. The ship's executive officer, Capt. Craig Clapperton, has temporarily assumed command. **Source : Dailypress**

### Dozens of major flaws on newest submarine



Simultaneously as Prime Minister Vladimir Putin visits Sevmash yard attending the contracts signing for new submarines, a source in the Russian Navy says the crew is afraid to sail with "**Aleksandr Nevsky**" - the newest submarine that carries 16 intercontinental nuclear missiles.

Vladimir Putin arrived in Arkhangelsk Wednesday morning and drove to Severodvinsk to attend the contract signing for more submarines of the Yasen and Borey classes. The contracts were signed by Russia's Defence Minister Anatoly Serdyukov and the United Shipbuilding Corporation, reports the portal of the Prime Minister. The contract signing comes after a long-lasting conflict on the

price-tags between the submarine builders and the Defense Ministry. In total, contracts for three new Yasen-class and one more Borey-class, and several other surface naval vessels were signed.

Both the Yasen-class and Borey-class are Russia's fourth generation submarines and will be the core of the Russian navy's modernized fleet. The first Yasen-class, the "Severodvinsk," sailed out in the White Sea earlier this autumn on her maiden voyage. The two Borey-class submarines, the "[Yury Dolgoruky](#)" and the "[Aleksandr Nevsky](#)" have also been test-sailing the White Sea this autumn. In Severodvinsk, Vladimir Putin inspected the "[Aleksandr Nevsky](#)" reports the portal of the Prime Minister. The price tag of the submarine is estimated to be 23 billion rubles (€552 million). The Borey-class is the first strategic nuclear powered submarines to be commissioned to the Russian Navy since the early 90-ties. They are the first with a digital operation control system. A source in the headquarters of the Navy says to Izvestia that the crew is afraid to operate the "Aleksandr Nevsky" submarine. During the first sea trail, from which the submarine just has ended, the crew and designers identified dozens of major flaws and several thousand smaller ones.

Representatives of Sevmash, the naval yard that has built the submarine, assure to Izvestia that all problems are now solved. The Navy source, however, claims that the digital systems onboard might not work properly. During the first sea trail this October, the crew discovered a lot of design flaws that had to be fixed as the vessel was sailing. Also, just before the submarine was to sail out in the White Sea, it was discovered that there were no windows near the steering-cockpit in the tower, a lack that prevented the navigator to see where he was sailing. A window was then made. The Borey-class submarines carries the new Bulava intercontinental nuclear missiles. Last test launch to place on October 28. The missile launched from "[Yury Dolgoruky](#)" in the White Sea was visible in the horizon from northern-Norway. Source : [BarentsObserver](#)

## SHIPYARD NEWS

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## Zvezdochka yard completes construction of jack-up 'Arkticheskaya' for Gazflot

Severodvinsk-based [Zvezdochka Shipyard](#) has completed the construction of the jack-up drilling rig "[Arkticheskaya](#)" for LLC Gazflot, the shipbuilding firm said. Nov. 9th, during the visit of Russian Prime Minister Vladimir Putin in Severodvinsk the contractor and the customer signed a certificate of acceptance for the drilling rig. The ceremony was also attended by First Deputy Prime Minister of Russia Igor Sechin, Deputy Minister of Industry and Trade Denis Manturov, General Director of JSC United Shipbuilding Corporation Roman Trotsenko and General Director of LLC Gazflot Yuri Shamalov.

The [Arkticheskaya](#) rig is expected to be transported to the home port of Murmansk this November where the unit will be commissioned. Then the facility will be delivered to an offshore field by the customer. Jack-up drilling rig 6500/100 "Arkticheskaya" of Project 15402M (designed by Sevastopol-based SCDB Coral) is intended for drilling exploratory oil / gas wells on the shelf of the Arctic and elsewhere. The [Arkticheskaya](#) was laid down in December 1995 with delivery scheduled for 1998. The drilling unit was being built at two Severodvinsk-based yards, "Zvezdochka" and "Sevmash". In 1999, the construction of jack-up rig was frozen due to lack of funding. In October



2003, the customer decided to order a technical project for the upgrade of the unit to be operable at depths ranging from 7 and 100 meters. JSC Center for **Ship Repair Zvezdochka** (Arkhangelsk region, Severodvinsk) is a shipbuilding firm specializing in shipbuilding and ship repair, the construction of drilling platforms, the production of propellers for various purposes. The company is a subsidiary of United Shipbuilding Corporation.

LLC Gazflot is a 100% owned subsidiary of Russian gas monopoly Gazprom. The company was created to implement projects in the field of exploration and development of oil and gas deposits on the continental shelf of the Russian Federation. **Source : PortNews**



The deck houses of VLCC **SEEB**, VLCC **HABRUT** and Container vessel **MCS ADRIANE** seen at the DSME yard in Korea – **Photo : Thom Jaspers ©**

## Newport News Shipbuilding name is back on giant crane



**Huntington Ingalls Industries** reports that Newport News Shipbuilding's name has returned to its perch 233 feet above the shipyard. After more than 10 years, 250 gallons of primer and 260 gallons of paint, the Newport News Shipbuilding name once again sprawls across the downtown Newport News skyline on the girder of the shipyard's 1,050-metric ton gantry crane. "This is a proud moment, not only for the 20,000 shipbuilders at Newport News Shipbuilding, but for the community we've been a part of for the last 125 years," said Matt Mulherin, corporate vice president and NNS president. "Returning to the Newport News Shipbuilding name and logo under Huntington Ingalls Industries reinforces our

heritage and our continued commitment to quality, customer focus and building the world's best military ships." Shipbuilders from the shipyard's Facilities and Waterfront Support organization and painting contractors contributed hundreds of man-hours to the 33,000 square foot paint job. Shipbuilders provided all the planning and support activities, including installing the paint scaffolding hundreds of feet in the air. Snap Contracting of Hampton painted the crane girder in the traditional "Northyard Crane Blue" paint color. Sign Media of Hampton painted the logos and lettering, which included 96 paper templates to lay out the artwork. At 360 feet long, "Newport News Shipbuilding" is painted "Blueblood" blue. NNS's spear and gear and the HII logos are 28 feet tall in the colors "Blueblood" and "Honeycomb."

Other facts about the 1,050-Metric Ton "Big Blue" Crane:

- It is the largest Goliath gantry crane in the Western Hemisphere
- It was built in 1976 by Krupp and was part of the North Yard expansion project
- The crane's capacity was upgraded in 2008 from 900 metric tons to 1,050 metric tons
- "Big Blue" has assisted in the construction of every aircraft carrier since USS Theodore Roosevelt (CVN 71)
- The crane is 233 feet tall with a 540-foot span from leg to leg
- Dead weight of the crane is more than 4,600 metric tons (10 million pounds)
- Each hoist (three total) has more than one mile of 1-5/8-inch diameter wire rope
- At full lift capacity, "Big Blue" uses enough power for 114 homes

Source : MarineLog

## Russia starts construction of two mega shipyards in the Far East

Russia has commenced the construction of two ultra-modern shipyards, Vostok-Raffles and Zvezda-DSME in the country's Far East, the Russian government press office said. According to Russian Prime Minister Vladimir Putin who chaired a working meeting focused on state defense shipbuilding contracts held in Severodvinsk the shipyards construction has been underway. United Shipbuilding Corporation (USC) is implementing two projects for building two mega shipyards in the Far East in cooperation with its foreign partners, South Korean Daewoo Shipbuilding & Marine Engineering Co. (Zvezdochka-DSME) and Singapore's Yantai Raffles Shipyard Ltd. (Vostok-Raffles). Source : PortNews

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## CMA CGM resumes Libya service

CMA CGM said it has resumed all container commercial services to Libya, joining Maersk Line and Nordana in restarting service to the recently liberated country, the Journal of Commerce reports. "All ports in Libya are now open, safe and operational as far as container services are concerned," a spokesperson for the French carrier told Dow Jones Wednesday. CMA CGM said full service coverage to Tripoli, Misrata, El Khoms and Benghazi was now fully in place. Import routes are opening up after months of civil war caused huge upheaval, in particular around Libya's eastern port of Benghazi.





The **SVITZER BETA** seen moored at the **ASL yard** in Singapore – Photo : **Piet Sinke** ©

## APM Terminals' Profit Grows 24 Percent

APM Terminals' third-quarter profit jumped 24 percent year-over-year to \$174 million, as the terminal operator grew container traffic by a market-beating 11 percent to 8.6 million 20-foot equivalent units. The surge in traffic, which APM said outpaced a 7 percent growth across the industry, boosted the A.P. Moller-Maersk-owned company's revenue 15 percent to \$1.2 billion from \$1.05 billion in the third quarter of 2010. All regions contributed to the growth, while third-party non-Maersk Line volume was unchanged at 48 percent. APM Terminals' rate of return on invested capital grew to 13.5 percent from 11.9 percent a year earlier. This is "very exciting" for a company that is not much more than seven years old, said Nils Andersen, A.P. Moller-Maersk's CEO. Nine-month revenue grew 9 percent to \$3.4 billion, but profit was down 28 percent at \$478.8 million on 5 percent container traffic. Terminals in Africa, China and South East Asia boosted volume by 14 percent in the first three quarters of the year. During the third quarter APM signed a \$992 million contract with the Costa Rican government to build and operate the Moin container terminal on the Caribbean coast. APM also took over container operations in the port of Callao, Peru. **Source: Journal of Commerce**



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



## RINA acquires D'Appolonia engineering consultancy

INTERNATIONAL classification society RINA has taken control of the D'Appolonia Group, a global engineering consultancy headquartered in Genoa. The acquisition of an 80 per cent holding in D'Appolonia SPA significantly strengthens RINA's global engineering consultancy and takes RINA's projected 2012 turnover to over Euro300m. The D'Appolonia Group, founded in the USA but headquartered in Genoa since 1981, delivers engineering competencies in the field of strategic consultancy, planning and design in various industrial sectors from a global network of offices. It generated revenue in 2011 of over Euro87m. The group employs over 580 multidisciplinary staff with extensive capabilities in the earth sciences, civil, environmental and structural engineering, risk assessment, health and safety, chemical and process engineering, system and transport engineering, electronics, telecommunications and innovation engineering. The companies of the Group provide integrated engineering services to the public and private markets in the sectors of environment, energy, infrastructure and transport, electronics and telecommunications, with a successful track record of over 20,000 projects. Ugo Salerno, CEO of RINA, says "The acquisition of another company founded on excellence like D'Appolonia is a step forward in our development strategy which is based on boosting our competencies, improving synergies and delivering services with a high added value. We can provide a wider range of expert services to more companies and governments world-wide, as D'Appolonia's expertise and markets strengthen some things we already do and also widen the range of services we can deliver. In this 150th anniversary year we are transforming the RINA Group and positioning it to grow and develop further, consolidating our presence in global markets and widening our range of services by acquiring other excellent companies." Giampaolo Vaccaro, President of D'Appolonia says, "With our other stakeholders we spent a long time considering before deciding who to entrust the future of D'Appolonia to, and in the RINA Group we identified the values, the reliability and the strategic vision which we are certain will enable our company to reach new and important objectives."



The **TIGRIS** seen approaching the port of Cape Town with a heavy swell from the stern - Photo : Glenn Kasner ©

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A later than scheduled arrival enabled a photograph of **STENA TRANSIT** arriving at the Humber Sea Terminal for the second time, her first arrival was on Tuesday 8th November. She is seen swinging off the Killingholme buoy before backing on to berth number 1 at the HST. **Photo : Simon Smith ©**

## Port of Rotterdam plans JV with Tianjin's Nangang port

Rotterdam, the largest port in Europe measured by throughput, plans to form a joint venture with a company in the Tianjin Economic-Technological Development Area to provide management services for the Nangang port, said Hans Smits, president and chief executive officer of the Port of Rotterdam Authority, China Daily reports.

The proposal is at an initial stage and has yet to receive government approval before it can proceed. If it comes to fruition, it will be the first time that a European port has invested in China, according to the Rotterdam team. "China is a very important market for us, and we intend to expand investments step by step," said Smits in an exclusive interview.

He said a new oil terminal in Rotterdam port, which is still under construction, has drawn interest from Chinese petrochemical and oil companies. The terminal will allow companies to get oil from Russia and distribute it to China and other countries with a high demand for the commodity, Smits said, declining to disclose the companies' names.

"We expect more Chinese investment in Rotterdam port in the next few years," he added. In 2009, the Dutch port surpassed Hamburg to become the European port handling the largest amount of container cargo transported between China and Europe. One-third of the container cargo that now goes through it is being transported to or from China, and that figure is expected to increase, according to the port.

At a time when the developed economies are struggling with debt concerns and high rates of unemployment and emerging markets are battling inflation, the global economy is going through a difficult recovery period. The maritime industry has been one of the first industries to show signs of the impending troubles.

In Rotterdam port, the cargo volume during the first nine months of the year increased by 1.7 percent above what it had been a year ago, reaching 317 million tons, according to the port. Container throughput, meanwhile, increased by 11 percent during the first three quarters of the year, bringing the total weight of the cargo handled to 93 million tons.

"We had a good third quarter and are very careful about the fourth quarter," Smits said. "We expect to see full-year growth, but there is a slowdown in container throughput growth in the fourth quarter, as the world economy is cooling. "We expect to see a strong impact (from the debt crisis) in the coming years, when the European economy will maintain a modest annual increase of 1 percent to 2 percent."

Hou Yunchun, vice-director of the Development Research Center of the State Council, said that it may take a "relatively long" time for the world economy to recover. "The world economy needs time to go through a deep restructuring," he said. "This period will be marked by low economic growth and the development of emerging industries." But China's economic growth is still expected to maintain its momentum, even though the country is exporting less, Hou said.

"China's economic growth will be led by demand next year," he said. "Domestic consumption is likely to increase. The growth in foreign investment and exports will remain strong, despite a slowdown in the growth rate." From January to September, the value of China's exports increased by 22.7 percent more than a year ago, rising to \$1.39 trillion, according to data from the Ministry of Commerce. That growth rate trailed the rate for the same period over the past year by 11.3 percentage points, the ministry reported. Meanwhile, the same period saw the value of the country's imports increased by 26.7 percent, reaching \$1.29 trillion. The rate of growth trailed the rate for the past year by 15.7 percentage points, according to the ministry's data. **Source : PortNews**



The De Beers Marine mining vessel "**Coral Sea**" at anchor in Table Bay. **Photo : Glenn Käsner ©**

## **India's Great Eastern Shipping cancels shipbuilding contract**

**Greatship Global Offshore Services Pt Ltd.** , a Singapore incorporated subsidiary of the Company's subsidiary - Greatship (India) Limited (GIL), had signed contracts for two new building Multipurpose Support Vessels (Builder's



Yard No. 26775 and 26784) with Mazagon Dock Limited, Mumbai in September 2007, IIFL reports. GGOS has now cancelled the shipbuilding contract for one of these Multipurpose Support Vessels, with Builder's. Yard No. 26784. With this cancellation, the order book of GIL and its subsidiaries stands at six vessels and one 350 feet jack up rig in Dubai. The six vessels comprise of one MSV in India, three ROVSs in Sri Lanka and two 150 TBP AHTSVs in Singapore

Source : PortNews



The **MAGNUS F** seen at the Westerscheldt River – Photo : Walter de Groot ©



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## **Maersk newbuild to have MAN Diesel & Turbo EGR system**

MAN Diesel & Turbo reports the first order for its second- generation EGR (exhaust gas recirculation) system. It is to be fully integrated within the MAN B&W 6S80ME-C9 main engine of a 4,500 TEU Maersk Line container ship newbuilding. The system will to be built by Hyundai Heavy Industries' engine and machinery division.

The EGR system enables compliance with IMO NOx Tier-III emission levels set to come into force by January 1, 2016.

Søren H. Jensen, Vice President and Head of Research & Development at MAN Diesel & Turbo said: "We have taken an important step forward in the development of exhaust gas recirculation with the release of this second-generation system. This configuration will mirror the final design for our Tier-III NOx EGR engine program. The main focus has been on integration of the entire EGR system into one unit which is a part of the engine as a charge-air cooler. The

EGR unit comprises a cooler, a scrubber, a water mist catcher and a blower unit, and is designed to be fitted on the engine in the same way as a charge-air cooler. Since the first-generation EGR was tested in service, we have achieved significant technical advances as well as improvement in performance. We have optimized the performance of the EGR so that the system recirculates 40 percent of the exhaust gas so as to meet the Tier-III reduction criterion."

The new generation EGR has a compact design that entails only minor changes to the engine outline, to the extent that the new engine type does not require any major design changes by shipyards.

The newbuilding on which the EGR is being installed (No. 2358 from Hyundai's shipbuilding division) is in the C-class series of 22 container vessels ordered by the Maersk Line and will be delivered in early 2013. Upon delivery, the vessel will serve the trade route between East Africa and the Far East. For a test period of three years, the engine will be operated partly with IMO Tier III NOx emission levels.

MAN Diesel & Turbo's EGR system ensures full fuel flexibility, ranging from HFO to distillates and natural gas, and reduces NOx by directing part of the exhaust gas back into the engine's scavenge air. This reduces the oxygen content of the air in the combustion chamber, thereby reducing the combustion temperature and, as a result, reduces the NOx formation. Tests at MAN Diesel & Turbo's Diesel Research Center, Copenhagen have shown that reaching the IMO's forthcoming Tier III NOx emission requirements is possible with EGR in its own right.

The target market for MAN Diesel & Turbo's EGR system is owners of ships of over 2,000 dwt, a segment that today comprises some 18,000-20,000 vessels operating globally. **Source : MarineLog**



The **GINGA FALCON** seen moored at the OILTANKING terminal in Singapore Jurong – **Photo : Piet Sinke ©**

## **US east coast container growth beats west coast, says Global Port Tracker**

AFTER a robust start to 2011, US containerised imports fell in the second and third quarters, but not nearly so badly on the east coast as on the west, according to the Global Port Tracker's monthly report for the National Retail Federation. First quarter import container growth on the west coast was up 6.9 per cent to 2.3 million TEU year on year against the east coast's rise of 9.1 per cent to 1.3 million TEU. But in the second quarter, the west coast was down 1.3 per cent while east coast continued to grow three per cent. In the third quarter, the west coast fell a further 5.9 per cent to 2.8 million TEU while the east coast continued to rise, if only by 1.5 per cent to 1.5 million TEU year on year.

Port tracker expects volumes to decline from October to the first quarter of 2012 and perk up in April. Overall, US retail container ports experienced falling import cargo volumes in the autumn after the very slight increase in September, said Hackett Associates, the firm that produces the report. In September, the US ports followed by Port Tracker handled 1.33 million TEU, up 0.4 per cent from August, making "September the busiest month of the year as retailers rushed to stock stores for the holidays". But compared to the volumes of the same period of 2010, the imported boxes in September still decreased 0.6 per cent.

From October onwards to the first quarter of 2012, negative growth is expected. October was projected at 1.32 million TEU, down 2.3 per cent year on year. November is forecast at 1.21 million TEU, down 1.9 per cent from year on year, and December is estimated at 1.11 million TEU, down 3.3 per cent year on year. For 2012, January is expected to bring 1.1 million TEU, down 8.7 per cent from January 2011; February, traditionally the slowest month of the year, is expected to reach 996,816 TEU, down 9.4 per cent and March volume is forecast to produce 1.08 million TEU, down 0.6 per cent.

The total for 2011 is forecast at 14.76 million TEU, only 10,000 TEU more than the 2010 total of 14.75 million TEU. For holiday sales in November and December, a total of \$465.6 billion is expected, up 2.8 per cent year on year. Though year-on-year declines are expected, the report remains optimistic for the second quarter of 2012. Said Hackett Associates' Ben Hackett: "Months come in four and five week chunks and can give misleading information when looked at in isolation. Comparing them on a year-on-year basis is also dangerous as 2010 was such a strong year. We continue to believe that the economy will pick up speed - assuming there is no euro meltdown - by March or April of next year."

Said National Retail Federation vice president Jonathan Gold: "Growth this holiday season is expected to be average - but given all of the economic factors, that's not necessarily negative. We are continuing to see growth. Businesses are keeping inventory lean, filling their stores with discounts and promotions. Consumers are still operating with great caution, focusing on finding the best deals." **Source : Schednet**

*Port Tracker surveys Long Angeles/Long Beach, Oakland, Seattle, Tacoma, New York/New Jersey, Hampton Roads, Charleston, Savannah and Houston.*



Newsclippings contributor **LENIE KLEINGELD** seen in front of the **NAVIGATOR OF THE SEAS**



## Port of Dakar sees H1 profit rise 15 pct

Port Autonome de Dakar (PAD), whose seven percent 2017 bond is traded on the Abidjan-based regional BRVM bourse, saw first half net profit rise to 3.52 billion CFA francs from 3.05 billion the previous year in the same period.

Turnover climbed to 15.04 billion CFA francs in the first six months, from 13.28 billion CFA the previous year, it said in a statement to the BRVM. "An increase in own capital combined with a reduction in financial debts explains the better structure of the balance sheet as of June 30, 2011," the company said in a statement. **Source: Reuters**



The **MAHANUWARE** (ex SMIT-LLOYD 114) seen off Mauritius – **Photo : Niels Swartjes ©**

## BOEKBESPREKING

Door : Frank NEYTS

### “Het Slavenschip Leusden”



Bij Uitgeversmaatschappij Walburg Pers verscheen onlangs “**Het Slavenschip Leusden. Slavenscheppen en de West-Indische Compagnie 1720-1738**”, geschreven door Leo Balai. Op 1 januari 1738 verging voor de monding van de Marowijnerivier in Suriname het slavenschip “**Leusden**” van de West-Indische Compagnie (WIC). Van de 716 in Afrika ingescheepte gevangenen overleefde er slechts 16 de ramp. Hoewel het ongetwijfeld de grootste tragedie is uit de Nederlandse scheepvaartgeschiedenis, is deze ramp vrijwel onbekend.

De “**Leusden**” was een van de laatste WIC-schepen die slaven vervoerden en bovendien het enige dat exclusief voor dit doel werd ingezet. Per reis transporteerde het schip gemiddeld 660 slaven – geketend en dicht op elkaar liggend – naar het Caribisch gebied. Eenmaal op zee waren slavenscheppen varende gevangenen, waar een wreed regime heerste. Met name doordat ziekten vrij spel hadden in de ongezonde atmosfeer van de scheepsruimen, overleefden veel slaven de overtocht niet. Van haar eerste reis in 1720 tot aan haar ondergang in 1738 voerde de “**Leusden**” in totaal 10 slaventochten uit, waarbij slecht 73% van de slaven levend de overzijde bereikte. Er is tot nog toe bijzonder weinig onderzoek gedaan naar de specifieke schepen die de transatlantische slavenhandel mogelijk maakten. Wellicht heeft de morele verontwaardiging – dan wel schaamte – over het fenomeen slavernij objectief onderzoek altijd in de weg gestaan.

“**Het Slavenschip Leusden**” (ISBN 978-90-5730-729-4) telt 368 pagina's, en werd als softback uitgegeven. Het boek kost 34.50 euro. Aankopen kan via de boekhandel of rechtstreeks bij Uitgeversmaatschappij Walburg Pers,

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



The **SD STINGRAY** seen assisting the **HUGO N** upon arrival in Rotterdam – Europoort

**Photo : Jacco van Nieuwenhuyzen ©**

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