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**The NEPTUNE DESPINA seen anchored at Singapore Western anchorage
Photo : Richard Qualm (c)**

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The **NORTHERN RIVER** seen at the River Tyne enroute Arriving for A&P, Hebburn yard 14.11.11.-
Photo : Kevin Blair ©

Spot demand for Mideast oil tankers hits record

Spot demand for supertankers carrying Middle East crude oil surged to a record high of as much as 137 fixtures in November, representing 9.13 million barrels of oil per day, ship brokers said on Monday. The unprecedented activity in the spot tanker market is not driven by any significant increase in OPEC production, but by oil companies looking to take advantage of rock bottom freight rates in an oversupplied market. Tokyo-based ship broker Meiwa International said the previous high for Middle East tanker booking was 124 fixtures of very large crude carriers (VLCCs), each capable of carrying 2 million barrels of oil, in July. It did not give an estimate for November.

"Whether this will be repeated for December remains to be seen. But as the past couple of months have been very busy, it wouldn't be unreasonable to expect 125-130 fixtures," said broker firm Marex Spectron, which estimated 137 fixtures for November. Another brokerage firm, Charles R. Weber, counted 135 VLCC fixtures from the Middle East this month, most of them bound for Asia.

Oil companies have turned to the spot market instead of renewing long-term charter contracts, as a flood of new VLCCs provides the industry with assurances that tanker supplies will be more than ample for the foreseeable future.

"Redeliveries from time charterers into the spot market compound a fleet growing from a wave of newbuildings," Weber said.

"Thus, it makes sense that the number of monthly VLCC cargoes, which have materialized in the spot market in recent months, have risen with little significant affect on spot market earnings." Crude oil tanker earnings on the Baltic Exchange's benchmark Middle East route have recovered in the last few weeks, trading at \$10,479 on Friday, after tumbling to a record low of -\$6,492 a day in late September. The market has traded in negative territory for the majority of the last three months, meaning ship owners on average were pocketing less in revenue than they were spending to operate their vessel. **Source: Reuters**



Above seen the **RHL Aurora** departing the Port Chalmers container terminal on the 14/11/11.

Photo : Ross Walker ©

Box Ships Books \$5.1 Million Profit

Container ship owner reports first full quarter since initial public offering

Box Ships booked a profit of \$5.1 million in the first full quarter since the Greek container ship owner's initial public offering on the NYSE. The Athens-based company reported time charter revenue of \$15.3 million in the three months to end-September, with an average of 6.64 vessels each earning \$24,371 per day. Box Ships, which raised \$132 million in its April 14 IPO, didn't provide year-earlier figures. It posted net income of \$2.3 million on time charter revenues of \$7.2 million in the truncated second quarter.

"Moving towards the end of 2011, the economic projections for a moderate global growth and the ongoing euro zone debt crisis place downside risks to the charter market," said chief executive Michael Bodouroglou. "Our charter

coverage provides stable cash flows regardless of these economic developments.” The company, an offspring of Paragon Shipping, a NYSE-listed dry bulk owner, purchased a 5,060 20-foot equivalent units vessel for \$55 million during the quarter. That brought its fleet to seven ships with a combined capacity of 33,237 TEUs on charter to CSAV, MSC and Maersk. Box Ships said it plans to focus on ships of 1,700-7,000 TEUs employed on short to medium time charters of one to five years with staggered maturities. **Source : The Journal of Commerce Online**

Oil salvaged from New Zealand cargo ship

Salvage crews have successfully removed all the remaining oil from a cargo ship that ran aground on a New Zealand reef, avoiding an even worse environmental disaster. The vessel **Rena** grounded on the Astrolabe reef near Tauranga on October 5, and authorities feared the worst as about 385 tonnes of oil initially spilled into the ocean, fouling local beaches.



Photo : Maritime New Zealand

But in a stop-start effort, salvage crews began pumping oil in the days after the grounding while bad weather threatened to tear the ship apart. On Monday, Maritime New Zealand announced it had finished pumping 1,454 tonnes of oil from the ship and was sending a sea crane to the vessel to begin removing some of the 1,280 containers that remain on board. New Zealand's government has welcomed the news **Source : belfasttelegraph**

Marktconsultatie windturbinepark Maasvlakte 2

Havenbedrijf Rotterdam en het rijk onderzoeken de mogelijkheden voor de aanleg van een windpark op de zeewering van de Maasvlakte 2, met een vermogen van meer dan 100 Mw. Daartoe start het Havenbedrijf deze maand een internationale marktconsultatie die loopt tot 9 december 2011. Daarna wordt besloten over een mogelijke selectieprocedure voor deze locatie.

Havenbedrijf Rotterdam streeft naar een verdubbeling in het havengebied van de capaciteit van windturbines tot 300 Mw in het jaar 2020, goed voor 350.000 huishoudens. In het bestemmingsplan wordt rekening gehouden met een windpark op de buitencontour van de Maasvlakte 2 met een vermogen van meer dan 100 Mw. Het gaat om een toplocatie waar de wind vanaf de Noordzee vrij spel heeft. Aan de andere kant moet rekening gehouden worden met het aanpalende industriegebied, het leidingnetwerk en de veiligheid van de waterkering waarop de windturbines gevestigd moeten worden. Maasvlakte 2 is de uitbreiding van de haven van Rotterdam met 2.000 hectare. Het gaat om een nieuwe Europese toplocatie voor havenactiviteiten waarvan de aanleg begonnen is in 2008 en volgens planning de eerst fase in 2013 wordt opgeleverd.



The **SPANJE** (Furie) seen enroute the Port of Maassluit with onboard the friend of all Dutch children “Sinterklaas”
Photo : Ria Maat ©



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STUDENT MARITIEM INSTITUUT DE RUYTER WINT PRIJSVRAAG 'SCHIP VAN DE TOEKOMST'

Bezoekers van Europort 2011 bepaalden het winnende ontwerp

Hoewel het spannend bleef tot de laatste stemdag welk ontwerp nu de meeste voorkeursstemmen zou krijgen, koos uiteindelijk een goede meerderheid van de stemmers op Europort voor zijn ontwerp. Ontwerp nummer 5, de Ultra Large Crude Clippers van **Eric Vermeij**, werd op vrijdag 11 november bekroond met de eerste prijs, een vrij te besteden geldbedrag van € 1000,-. In aanwezigheid van verschillende geïnteresseerde ondernemers overhandigde burgemeester **Antoin Scholten** van Zwijndrecht de prijs aan deze MAROF student van het **Maritiem Instituut De Ruyter** in Vlissingen.

Dank aan docent

“Mijn docent Propulsors, dhr. De Groot, deelt een beetje in de prijs”, vertelt Vermeij. “Hij raadde me aan deel te nemen aan de prijsvraag. Eigenlijk heb ik voortdurend meerdere ideeën in mijn hoofd voor het ontwerpen van duurzame schepen maar het idee gebruik te maken van zeilen heb ik nooit losgelaten. Wind is gratis energie. Ook in

golven zit veel energie maar daarvan is moeilijker gebruik te maken als het gaat om voortstuwing.” Vermeij werkte met veel voldoening aan zijn inzending: “Ik vond het meteen een leuke wedstrijd en heb met veel plezier gewerkt aan mijn ontwerp.”



Uitslag

De 10 ontwerpen van de genomineerden waren van dinsdag tot en met donderdag te bewonderen bij de ingang van beursshal 8. Bezoekers werden in de gelegenheid gesteld te stemmen op de favoriet. In totaal werd er 580 keer gestemd. 117 van de stemmen waren voor ontwerp nummer 5, ontwerp nummer 8, 'Sailing through air' werd met 69 stemmen de nummer 2, en ontwerp nummer 2, 'Battery Boat', eindigde met 65 stemmen op plaats 3. Ontwerp 8 werd gemaakt door Berend Janssen, ontwerp 2 door Remco van Veen, Thomas Molendijk, Lennard Brandwijk en Quinten Boot.

Proeftuin Maritieme Innovatie

Deze studentenprijsvraag is een project van de Proeftuin Maritieme Innovatie. De doel de innovatiekracht van MKB bedrijven in de regio Drechtsteden te bevorderen door bedrijfsleven en studenten aan elkaar te koppelen. Bij de Proeftuin Maritieme Innovatie zijn de volgende partijen aangesloten: EICB, Scheepsbouw Nederland, Werkgeversvereniging Drechtsteden, Hogeschool Rotterdam, Da Vinci College, IN Holland Delft, Hogeschool voor de Zeevaart Rotterdam. Het projectmanagement wordt uitgevoerd door HME.



COMARCO transshipping with tandem lift 49 meter long, 100 ton pontoon sections from MV Jan to Comarco barge 231 offshore Malfamede Island, Mozambique. The pontoons to be landed ashore at the exposed beach for the MOMA sands mining expansion project. Photo : Philip Fay - www.comarconet.com ©



The **SMIT TIGER** seen operating in Zeebrugge
Photo : Ruud Kempe - www.andrekempe.nl ©

France launches Gulf of Guinea anti-piracy operation

France has launched a three-year plan to train local forces and provide surveillance for anti-piracy operations in Benin, Togo and Ghana as part of international efforts to curb insecurity from spreading in the oil-producing Gulf of Guinea. French aid comes after the United Nations Security Council last month pledged to look at ways of tackling the problem, which has long affected Nigeria's Niger Delta region but has spread, hurting Benin's shipping industry in particular. "The increased number of kidnappings and the escalating costs for commercial shipping and extraction of resources are clearly a threat to the growth, development and therefore the stability of countries in the Gulf of Guinea," Jean-Paul Monchau, France's ambassador to Benin, said on Thursday.

France has pledged to spend 5.2 billion CFA francs on training local forces and buying two surveillance aircraft from French firm LH Aviation, the ambassador said. The Gulf of Guinea, a stretch of West Africa's coast spanning more than a dozen countries, is a growing source of oil, cocoa and metals to world markets. While piracy has not touched the scale of the attacks off Somalia, it is on the increase and navies in the region lack the means to counter it. London's marine insurance market has added Benin to a list of areas deemed high risk due to an escalation of pirate attacks, driving up shipping costs and dissuading firms from stopping at the country's ports. Analysts say the spike in piracy is

partly due to Nigerian gangs moving into neighbouring countries due to pressure at home. Nigeria, Spain and the United States are also involved in helping Benin try and control the sea gangs. **Source: Reuters**

CLOSE CALL AT SINGAPORE EASTERN ANCHORAGE



Above seen the tanker **AMIN** departing from the Singapore Anchorage with a westbound current, and the **INTAN GLORY** seen anchored on the right, on the end a very close call !!



Photo's : Ron Wheeler (c)

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HAL's **VEENDAM** seen at anchor in Port William on 14/11/2011 seen through "the narrows". The entrance to Port Stanley. Photo : **Capt. Bart Mooij – Master UOS Endeavour (c)**

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HAPAG's **HANNOVER EXPRESS** broke her mooring lines during gale force winds at Roberts Bank container port. Nov. 11. 2011. Tugs successfully pull her from the mud and return her to her berth - **Photo : Barry Shannon (c)**

Coverage of fire on MV Sergey Abramov



The fire on board M/V **Sergei Abramov** started early morning, Nov. 14, 2011 in North River Port in Moscow, the Ministry of Transport said.

Photo : Ria / Novosti

Hotbed of fire was reportedly located on the first deck with cabins. The firefighters believe the fire might be caused by short circuit, or careless handling of fire.

The vessel is owned by JSC Caesar Travel, home port - Moscow. The vessel's length is 90 m, breadth - 15 m. The three-decked ship of 26-37 M project was built in 1960 in

Czechoslovakia and was remodeled in 2003. The vessel has accommodations for 139 people. In winter, the ship is used as a hotel. **Source : PortNews**

NAVY NEWS



USS **Mount Whitney** left the dry-dock at Viktor Lenac in Croatia above she is seen after un-docking at VL lastweek.

Photo : Howard Jess (c)

Navy Ship USNS Medgar Evers To Be Christened

The US Navy have christened and launched last Saturday (November 12) the dry cargo/ammunition ship the **USNS Medgar Evers**. The ceremony was held at the General Dynamics NASSCO shipyard in San Diego. The ship is named to honor civil rights activist **Medgar Evers**. Serving as the ship's sponsor was Myrlie Evers Williams, widow of the ship's namesake who christened the ship by breaking a bottle of across the bow .

Continuing the **Lewis and Clark-class** tradition of honoring legendary pioneers and explorers, the Navy's newest underway replenishment ship recognizes **Medgar Evers** (1925-1963), who became active in the civil rights movement after returning from overseas service in World War II. Designated T-AKE 13, **Medgar Evers** is the 13th of an expected class of 14 dry cargo and ammunition ships, all of which will be operated by the U.S. Navy's Military Sealift Command (MSC).

Evers is being built by General Dynamics NASSCO shipyard in San Diego. Eleven of the T-AKEs are slated to serve as Combat Logistics Force (CLF) ships, and three are slated to become part of the Maritime Prepositioning Force. Combat Logistics Force ships help the Navy maintain a worldwide forward presence by delivering ammunition, food, fuel and

other supplies to U.S. and allied ships at sea. Currently all 11 T-AKEs operating today conduct CLF missions. Maritime Prepositioning Force ships are continuously deployed to strategic locations worldwide carrying U.S. Marine Corps cargo, which is ready for rapid delivery to Marines ashore if needed.

The first Navy ship named after Evers is the T-AKE 13. As part of MSC, T-AKE 13 is designated as a United States Naval Ship (USNS) and will be crewed by civil service mariners. For CLF

missions, the T-AKEs' crews include a small department of sailors. Like the other dry cargo/ammunition ships, T-AKE 13 is designed to operate independently for extended periods at sea and can carry two helicopters and their crews. The ship is 689 feet in length, has an overall beam of 106 feet and a navigational draft of 30 feet. Evers displaces approximately 42,000 tons and is capable of reaching a speed of 20 knots using a single-shaft, diesel-electric propulsion system. Source : digtriad



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Hudong-Zhonghua Shipbuilding Launches MV Atlanticborg

On November 9th, at Hudong-Zhonghua Shipbuilding Co. Ltd, Shanghai, the launching of m.v. **Atlanticborg** took place. Christening and namegiving were done by Mrs. Lei Hong, managing director Heinen & Hopman Marine Equipment (Shanghai). This vessel (yard number 1679A) is the nineteenth vessel in a larger series of 17,500 tons, 1A ice classed, multi purpose vessels, the Chinese yard is building for Royal Wagenvorg. The vessels in this series are geared with three 60 ton cranes.

General information:

LOA: 143.00

Width: 21.50 m

GT/NT: 11864/5650

Main engine: 7500 kW Wärtsilä 6L46F

After the launch of m.v. **Atlanticborg**, the keel for yard number 1580A was laid. This vessel will be launched as **Avonborg** forthcoming February. The expected delivery of m.v. **Atlanticborg** is end of February 2012. **Source:** Wagenborg

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Five Carriers to Suspend Asia-Latin America Loop

Five carriers that operate three joint services between Asia, Mexico and the West Coast of South America plan to suspend one of those services during the slack winter season. Hamburg Sud and CCNI, which partner with China Shipping, Hanjin Shipping and Hyundai Merchant Marine, said Monday they agreed to cut the number of services back to two starting in mid-November. Their announcement follows the suspension last month of the Grand Alliance's Japan-China Express service to the U.S. West Coast. Given the overcapacity that has depressed freight rates, carriers are expected to announce more suspensions for the slack season. **Sling 1** of the two new services announced Monday will deploy 11 vessels with capacities of 5,500 20-foot equivalent units, of which Hamburg Sud will provide 10 and CCNI one. The port rotation in Sling 1 will be: Keelung, Hong Kong, Xiamen, Ningbo, Shanghai, Pusan, Lazaro Cardenas, Manzanillo, Buenaventura, Callao, Iquique, Puerto Angamos, Valparaiso and back to Keelung. It will start on Nov. 17 with the arrival of the Monte Aconcagua in Hong Kong.

Sling 2 will consist of 10 ships with capacities between 3,100 and 4,500 TEUs. Of these, CCNI, China Shipping and Hanjin will each deploy three vessels and Hyundai one. The port rotation of Sling 2 will be: Ningbo, Shanghai, Shekou, Hong Kong, Pusan, Manzanillo, Buenaventura, Guayaquil, Puerto Angamos, Valparaiso, San Vicente, Manzanillo, Pusan and back to Shanghai. It will kick off on Nov. 20 with the arrival of the Hanjin Santos in Shanghai. **Source: Journal of Commerce**

RED PANTHER DEPARTED WITH CORMORANT FROM VLISSINGEN



The tug **RED PANTHER** departed with the **Multraship** sheerlegs **CORMORANT** from Vlissingen bound for Mauretania, the **CORMORANT** is hired by **Mammoet Salvage** for a large wreck removal project at the coast of Mauretania – **Photo's : Peter Andriessen www.tughunter.nl** ©



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The **IVER PROGRESS** seen outbound from Rotterdam – Photo : Kees Torn ©

First car carriers with all-electric cargo handling equipment enter service

Cargotec's growing electric-drive RoRo reference portfolio now includes the first vessel to have all-electrically-driven RoRo access equipment entering service. The 4,000-unit pure car truck carrier (PCTC), **Iris Ace**, is owned and operated by Japanese company, Mitsui O.S.K. Lines Ltd (MOL) and features an electrically-driven MacGregor stern quarter ramp/door, side ramps and two movable ramps from Cargotec. **Iris Ace** was delivered from Japanese shipbuilder, Shin Kurushima Toyohashi Shipbuilding Co Ltd earlier this year and was followed into operation by a pair of 6,400-unit PCCs, **Cattleya Ace** and **Carnation Ace**, from the same builder. Each of these two ships features an electrically-driven MacGregor stern quarter ramp/door, a centre ramp/door and six movable ramps. All equipment is operated by electric winches and actuators, eliminating the use of hydraulic oil in the operating system.

"Shin-Kurushima, MOL and Cargotec are all committed to clean seas," says Magnus Sjöberg, Sales Director for RoRo ships at Cargotec. "The cooperation between the companies has resulted in these exceptionally efficient, environmentally-friendly vessels. Our collaboration was an essential part of this technology's development; and we are seeing a steadily growing demand for it". "On average, electric drives consume less energy than their hydraulic equivalents, therefore, their introduction into MOL's recent newbuilds was a natural progression in the company's environmental initiatives," says Mr Sjöberg. "When you replace hydraulically-powered deck machinery with electric versions, one of the greatest environmental benefits that you gain is the elimination of potential hydraulic oil leaks. These cause pollution and can also damage cargo. It was the high incidence of cargo damage that was a primary concern for car manufacturers, who ultimately put pressure on shipowners to come up with a solution to the problem."

Last year Cargotec and the Shin-Kurushima Dockyard group also signed further agreements for four pure car carriers (PCCs) to be fitted with fully electrically-driven RoRo access equipment. "This means that five car carriers and two RoRos now have all of their RoRo equipment electrically-driven." **Source: Cargotec**

Singapore office building sale keeps RCL in the black

The sale of its Singapore office building kept Regional Container Lines (RCL) in the black in the third quarter as global economic woes and overcapacity took their toll on box trades.

Thai-listed RCL booked a net profit of THB804m in the third quarter compared to THB356m in the same period in 2010. The increased profit was due mainly to a THB1.26bn gain on the sale of RCL Centre in Singapore. On its container shipping operations RCL made an operating loss of TH438m in the third quarter, which it blamed on the slowdown of the US economy, the European sovereign debt crisis and overcapacity pressuring freight rates. "Like all other container carriers in the industry, with the current trend of weak shipping components and stiff competition, RCL is pressured to face the challenge of slowing trade demand, excess vessel capacity, weak freight rates, and high fuel costs without exceptions," RCL said. **Source: Seatrade-Asia**



SAL's **LONE** seen departing from Le Havre bound for Dunkerque with the gantry crane for the grain terminal at the Dunkerque port (see newsclippings yesterday) **photo : Fabien Montreuil ©**

Leighton completes 70% of Vishakhapatnam port expansion in India

Leighton Welspun Contractors has upgraded 70% of the Vishakhapatnam port project in India, which involves strengthening existing berth and extending it by 21m towards the sea, Ship-Technology reports. The project also includes construction of the conveyor gallery foundations, conducting stockyard soil improvement, providing stacker / reclaimer foundations, constructing administration and operation of terminals. Leighton started work on the project in November 2010 and is expected to complete the project in October next year, reports constructionweekonline.in. The Visakhapatnam Port Trust (VPT) is also carrying out a project to mechanise the coal handling facilities and upgrade general cargo berth in the outer harbour of Visakhapatnam port, which will accommodate 200,000dwt vessels. The project includes planning, engineering, designing, financing, construction, development, operation and maintenance of the general cargo berth. It also involves civil, mechanical and electrical works for installation of a coal unloading system, which will unload 70,000t a day through three ship unloaders. **Source : PortNews**



Vroon's **BASE EXPRESS** seen alongside the F3B platform – Photo : Henk Marijs ©

NewLead Holdings Ltd. Announces Delivery of New Kamsarmax Vessel

NewLead Holdings Ltd., an international shipping company owning and operating tankers and dry bulk vessels, yesterday announced that on November 10, 2011, the "**Newlead Gujarat**," a new geared Kamsarmax dry bulk vessel of 79,263 dwt, was delivered from Cosco Dalian Shipyard Co. to NewLead's fleet. The "**Newlead Gujarat**" is the second geared Kamsarmax that NewLead built at Cosco Dalian Shipyard Co. Michael Zolotas, president and chief executive officer of NewLead, stated, "We are pleased to have taken delivery of a geared Kamsarmax as part of NewLead's newbuilding program. Despite the difficult market conditions, we continue to work closely with our lenders to deliver on our commitments." NewLead Holdings Ltd. is an international, vertically integrated shipping company that owns and manages product tankers and dry bulk vessels. NewLead currently controls 20 vessels, including six double-

hull product tankers and 14 dry bulk vessels of which one is newbuilding. NewLead's common shares are traded under the symbol "NEWL" on the NASDAQ Global Select Market. **Source:** NewLead Holdings Ltd.

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Transpacific container shippers plan rate rise

Asia-U.S. container shipping lines have agreed to raise freight rates and charges from Jan. 1 by at least \$400 per 40-foot container as an interim step before rolling out annual contracting guidelines, their organisation said on Monday. The world's biggest container shipping company, Maersk Line, a unit of A.P. Moller-Maersk, said last week that its average rate per 40-foot unit fell to \$2,860 in the third quarter from \$3,251 in the same quarter last year -- a rate at which it lost \$124 per container.

Member carriers in the Transpacific Stabilization Agreement (TSA) said they agreed there was an urgent need to raise steadily falling freight rates. The TSA's members include the world's biggest container shipping lines, such as Denmark's Maersk, privately owned Switzerland-based Mediterranean Shipping Company (MSC), French privately held CMA CGM, China's COSCO, Korea's Hanjin Shipping, and others. "Rate levels during 2011 have steadily eroded despite rising inland transport, cargo handling and other costs," the TSA's executive administrator Brian Conrad said in a statement. "Now, carriers are seeing stronger U.S. holiday season cargo volumes on the heels of positive economic GDP and retail sales data, as well as robust forward bookings leading into the early Lunar New Year factory holidays in Asia," Conrad said.

The organisation said the objective was to meet expected cargo demand growth and begin reversing 2011 revenue losses.

Freight rates have plunged to loss-making levels this year as a result of overcapacity in the market, and Maersk said last week it expected its container shipping business to post a loss for 2011 due especially to weak rates on Asia-Europe routes. Founded in 1989, the TSA calls itself a "research and discussion forum of major container shipping lines" serving the trade from Asia to the United States. Liner shipping was earlier organised in similar groups called "liner conferences", which met to discuss market conditions, freight rates and other common concerns. But the European Union decided in 2006 to ban the practice as against competition rules and the ban took effect in 2008.

Conrad said the "interim cost recovery and revenue restoration efforts" were separate from the TSA's annual recommendations in connection with May 2012 contracts, which would be finalised around year-end or at the beginning of 2012. "In addition...some lines, on an individual basis, will be pursuing further opportunities for restoring particularly hard-hit rates prior to January 1," the Oakland, California-based TSA said. **Source:** Reuters



The **SCH 72 FRANK BONEFAAS** seen from the **KW 174 ANNELIES ILENA** west of Ireland

Photo : Robert Dekker ©

Borcos plans to expand fleet

Sarawak-based Borcos Shipping, which is Malaysia's second-largest provider of offshore oil and gas support vessels, plans to expand its fleet further. Operations manager captain Shahrul Alimi said the company, a registered contractor for offshore transport services with Petroliam Nasional Bhd (Petronas), was targeting further growth, especially with the new offshore development off the coast of Sarawak. Borcos currently has 15 boats running the Sarawak waters, ferrying oil and gas personnel from the offshore platforms," he told Bernama. Shahrul said that since the company commenced operations about 30 years ago, the boats had been ferrying on average of 50 men daily, providing a substantial transport service for oil and gas platforms.

"Keeping the vessels in top shape is a priority as the safety of personnel is crucial," he said. Borcos' contract with Petronas runs till 2015. He said the company now owned and managed 36 marine vessels which included fast crew boat, safety standby boat, offshore support vessel, harbour tug, utility vessel, pilot boat, landing craft and general purpose vessel. **Source : Bernama**



The **WILSON FJORD** seen outbound from Amsterdam – **Photo : Simon Wolf ©**

Hamworthy wins world's first newbuild FSRU regas orders

Hamworthy has secured a contract for the supply of regasification technology on board what are understood to be the world's first newbuild Floating Storage and Regasification Units (FSRUs), the Company said Friday. Two 170,000m3 storage capacity vessels, owned by Hoegh LNG, are being built at the world's largest shipbuilder, Hyundai Heavy Industries. Under the terms of the contract, Hamworthy will deliver systems to the Ulsan-based yard, one apiece in December 2012 and February 2013. The floating regasification market is experiencing strong growth. On signing its letter of intent with HHI earlier this year, Hoegh projected annual growth in the LNG market overall of 6-7% over the coming few years.

The initial two FSRU ships will feature Hamworthy's propane-seawater regasification system, which has already proven itself on board two Golar liquefied natural gas carriers in operation (in Brazil and Dubai) that have been converted into FSRUs. The same system will also be delivered as part of two new projects under construction in Indonesia and Malaysia. "We will deliver a complete regasification module for each FSRU, which will have slightly less in capacity and pressure than was the case for the Golar Winter project," said Tore Lunde, Hamworthy Oil & Gas Systems' Managing Director. "The units, which will weigh in at 550 tonnes and measure 20m by 18m by 10m, will be delivered in module form with all the necessary process equipment installed for ease of integration on board the vessels." Once installed Hamworthy will run all necessary mechanical and electrical tests within the module, so that the number of connections can be limited and hook-up can be relatively fast. Mr Lunde said: "One of the main benefits of our modular design is that we can install in parallel with the building of the main ship." **Source : PortNews**

Cargo handling in Hamburg figures first three quarters 2011

At 99 million tons, in the first nine months of the year throughput in the [Port of Hamburg](#) advanced by around 11 percent. This excellent, above-average result on throughput enabled the Port of Hamburg to recover market share in competition with the major ports in Northern Europe. Totalling 6.8 million TEU (20-ft standard containers), throughput in Hamburg grew at a double-digit (15.3 percent) rate and hence distinctly faster than in the West ports of Antwerp (up 3.1 percent) and Rotterdam (up 7.7 percent). The upward trend in the Port of Hamburg's seaborne cargo throughput was also maintained in the third quarter of 2011 with a total throughput of 99 million tons. Compared to the same period of the previous year, in the first nine months of 2011 altogether 9.4 million tons more seaborne cargo (up by 10.6 percent) were handled. In recent months Hamburg has succeeded in winning back market shares of the order of one percentage point lost during the worldwide economic and financial crisis to the West ports of Antwerp and Rotterdam lying further.

On the import side, Port of Hamburg Marketing, the Port of Hamburg's marketing organization, put throughput at around 58 million tons (up by 11.6 percent). Exports via Hamburg at 41 million tons (up by 9.2 percent) also developed favourably. At 69 million tons, the general cargo throughput that predominates in Hamburg displayed super-strong growth of 14.7 per-cent. Totalling 30 million tons (up by 1.9 percent) throughput in the first nine months of the current year also contributed positively to total cargo handling in Germany's largest universal port.

Since the second half of 2010 a continuous improvement has occurred in Container throughput in the Port of Hamburg, with evaluation of the first nine months of 2011 indicating renewed double digit growth with an advance of 15.3 percent. Altogether 6.8 million TEU were handled at the Port of Hamburg's container terminals during the first nine months. The Port of Hamburg's outstanding attractiveness was also reflected in the evenness of the development of container imports and exports. In the first three quarters of 2011, 3.5 million TEU (up by 15.6 percent) were handled in Hamburg on the import side, and 3.3 million TEU (up by 14.9 percent) on the export side. All trades involved in container traffic with Hamburg developed positively in the first nine months and achieved volume growth. European trades with 2 million TEU achieved a gain of 23.1 percent. Baltic trades with Scandinavia (690,000 TEU) and the countries of Eastern Europe, including Russia, (785,000 TEU) reported outstanding throughput figures representing growth of 13.8 percent and 44.0 percent, respectively. With 3.9 million TEU involving a gain of 10.6 percent, in the first nine months the Asia trade that is of special importance for the Port of Hamburg maintained its steady upward trend. Container trades from and to America achieved a total of 733,000 TEU (up by 24.8 percent). Thanks to additional liner service connections for the Port of Hamburg, container traffic with the USA performed extremely strongly, with growth reaching 65.4 percent. In the first three quarters of the year around 198,000 TEU were accordingly transported on this trade route, bringing the USA up from 13th to 7th place among the Port of Hamburg's top trading partners for container traffic. Africa as a container trade produced 162,000 TEU (up by 7.5 percent) and Australia/Pacific with 29,000 TEU scored a gain of 3.3 percent.

Throughput of non-containerized general cargo reached 1.8 million tons in the months January to September 2011, remaining just below the comparable result in the previous year of 1.9 million tons. The downturn is primarily attributable to imports of general cargo of tropical fruits, which at 372,000 tons were down by 18.9 percent. On the import side, the strongest growth in conventional general cargo throughput occurred in motor vehicles (up by 39.6 per-cent), metals (up by 35.5 percent) and paper (up by 11 percent). Higher exports of iron and steel (up by 24.1 percent) and of vehicles (up by 6.3 percent) even ensured a slight (0.7 per-cent) rise in conventional general cargo exports.

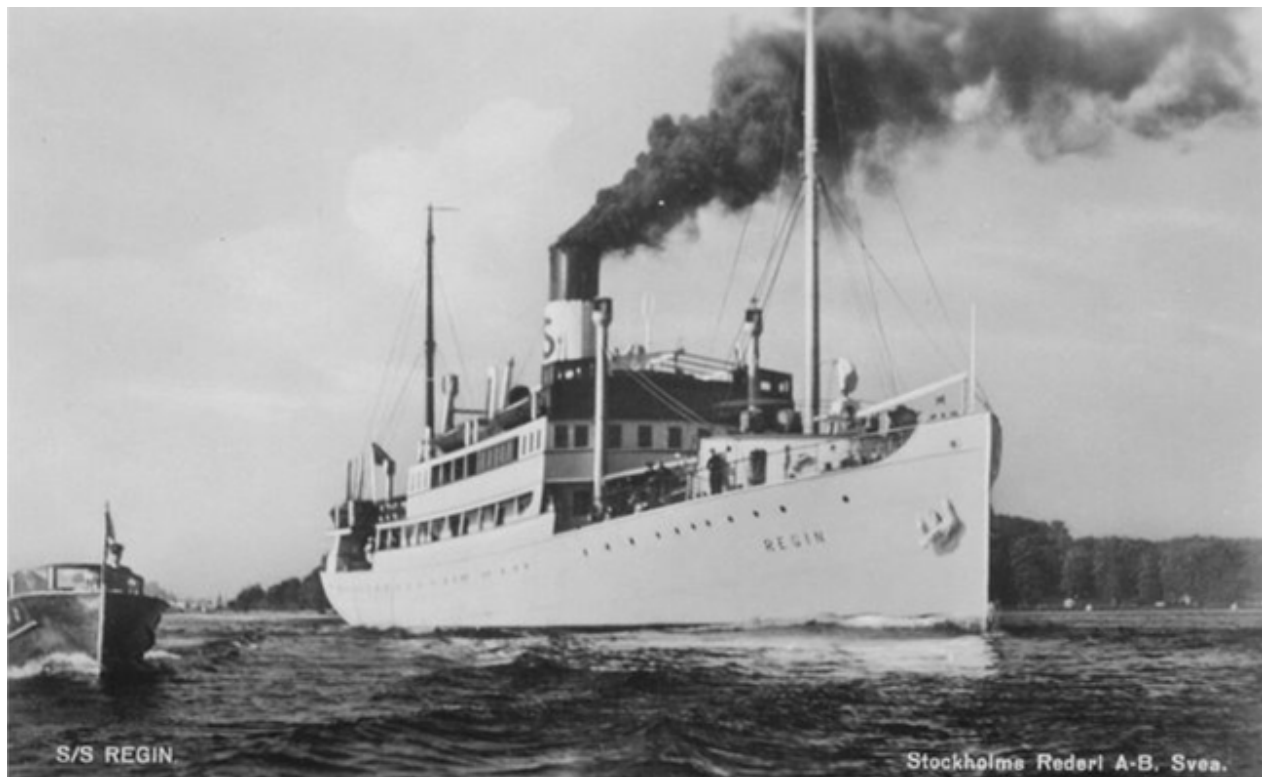
Throughput of bulk cargoes was up by 1.9 percent in the first three quarters of this year and reached 30 million tons. The suction cargo category that at 4.5 million tons (down 4.4 percent) remained below the comparable total for the previous year, was notable for steep growth in imports of oleiferous fruits at 2.3 million tons (up by 21.1 percent). Among grab cargoes that totalled 14.8 million tons (up by 3.7 percent) it was primarily imports of coal and coke at 4.3 million tons (up by 8.5 percent) where growth was impressive. At 10.5 million tons, throughput of liquid cargoes such as oil products and crude oil, for example, also developed favourably, with an advance of 2.3 percent. The first three quarters of 2011 produced growth in all three throughput categories, namely bulk cargo, general cargo and containers. The Port of Hamburg managed to recover strongly vis-à-vis the North Range (West) ports, achieving an outstanding result in all areas of cargo handled. "I am especially pleased that with numerous feeder services and absolutely stunning volume growth, Hamburg has impressively underpinned its position as the leading feeder port in Northern Europe for the entire Baltic region," states Claudia Roller, CEO of Port of Hamburg Marketing. In her view, headlines belonging to the past suggesting that Hamburg had already been discarded by the Baltic trade and prophesying a

gloomy future, had been convincingly countered. Provided that the long anticipated adjustment of the navigation channel on the Lower and Outer Elbe and the modernization and enlargement of the Kiel Canal, along with additional vital infrastructure projects, are actually implemented in the near future, then for Hamburg, the universal port of industrial character, she sees ongoing superb opportunities for developing and expanding cargo handling.

Claudia Roller is confident, anticipating double-digit growth of almost 14 percent in Port of Hamburg container throughput for the year 2011 as a whole: "For 2011 we can reckon on container throughput of around 9 million TEU. We estimate that total seaborne cargo throughput in Hamburg for 2011 will reach around 133 million tons. That would represent a gain of nearly 10 percent."

Even if the satisfactory advance in world trade may slow down somewhat towards the end of 2011 and in 2012, Claudia Roller sees 2012 as producing a moderate upward trend for the Port of Hamburg. "China, Asia, America and the Baltic countries, all of them particularly important foreign markets for Hamburg, do not currently lead us to expect that any collapses in seaborne foreign trade are in the offing," explains Roller. In her view a slackening of domestic demand in Europe and the problems of the financial sector, while initially of European significance, need not have any direct bearing on forecasts of how worldwide foreign trade as a whole will develop. "The very positive performance of Port of Hamburg throughput provides a clear signal for politicians, interest groups and the export trade that we should now be devoting all our energies, not to conjuring up crises, but to ensuring continued rapid expansion of infrastructure along with the water, rail and road traffic axes that are so vital for the port. We cannot afford to lose any time in the tough competition against ports further West and must systematically build up and secure Hamburg's attractiveness both as a port and a logistics region for the future," is the wake-up call from the marketing chief.

OLDIE – FROM THE SHOEBOX



Rederi AB SVEA's **REGIN** - Photo : Coll Kees van Huisstede

BOEKBESPREKING

Door : Frank NEYTS

"Driftig van spraak, levendig van gang"

Bij Uitgeversmaatschappij Walburg Pers verscheen als deel 110 van de Werken van de Linschoten-Vereniging "**Driftig van spraak, levendig van gang. Herinneringen van marineofficier D.H.Kolff (1761-1835)**". Vincent A.J. Klooster en Dirk H.A. Kolff tekenden als auteurs.

Dit maritieme zelfportret van Dirk Hendrik Kolff (1761-1835) bestrijkt zijn 38 actieve jaren in dienst van de zeemacht van achtereenvolgens de Republiek onder Stadhouder Willem V, de Bataafse Republiek, de nieuwe soevereine staat van 1813 en het Koninkrijk van 1815. Kolff legde op levendige wijze zijn meest curieuze herinneringen vast: als jong luitenant met het eskader van Van Braam naar Indië, aan de gevechten in Maleisië en Riouw, aan Java en Ceylon en aan zijn latere belevenissen op de rede van het Ottomaanse Smyrna. Hij vertelt over zijn eigen rol bij de dramatische gebeurtenissen van de jaren 1794-1795, als de oude Republiek ineensloot. Hij beschrijft de slag bij Kamperduin in 1797, die hij als commandant meemaakte, en doet verslag van de overgave in 1799 van het eskader in de Vlieter aan de Engelsen. Uit deze cruciale periode uit de geschiedenis van Nederland als zeevarende natie zijn vrijwel geen persoonlijke verhalen bekend. Boeiend is ook het relaas van Kolff's ontsnapping uit gevangenschap wegens vermeend hoogverraad en oranjegezindheid tijdens de Vlieter-episode. Maar er zijn ook lichtere momenten: zijn vriendschap met de olifanten die zijn schip in 1786 voor de menagerie van de Prins meebracht uit Ceylon en zijn verbazing over de snelheid waarmee enkele van zijn beschermelingen van lage rang in deze revolutionaire tijd de politieke top bereiken.

"Driftig van spraak, levendig van gang" (ISBN 978-90-5730-724-3) telt 222 pagina's en werd als hardback uitgegeven. Het boek kost 29.95 euro. Aankopen kan via de boekhandel of rechtstreeks bij Uitgeversmaatschappij Walburg Pers, Postbus 4159, 7200BD Zutphen. Tel. +32(0)575.510522, Fax +31(0)575.542289. . In België wordt het boek verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. 053/76.72.26, Fax 053/78.26.91, E-mail: info@agorabooks.com

.... PHOTO OF THE DAY



Last Sunday, Smit's sheerleg **TAKLIFT 7** lifted a 430 ts module onto FPSO ' **SEVAN VOYAGEUR**' at Eydehavn, Norway. This was one of several lift to be carried out onto the FPSO - **Photo : Crew TAKLIFT 7** ©

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