

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 316



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Telephone : +44 (0) 20 8398 9833

Facsimile : + 44 (0) 20 8398 1633

E-mail : tugs@marint.co.uk

Internet : www.marint.co.uk



Harms TAURUS seen arriving in Willemstad (Curacao)

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

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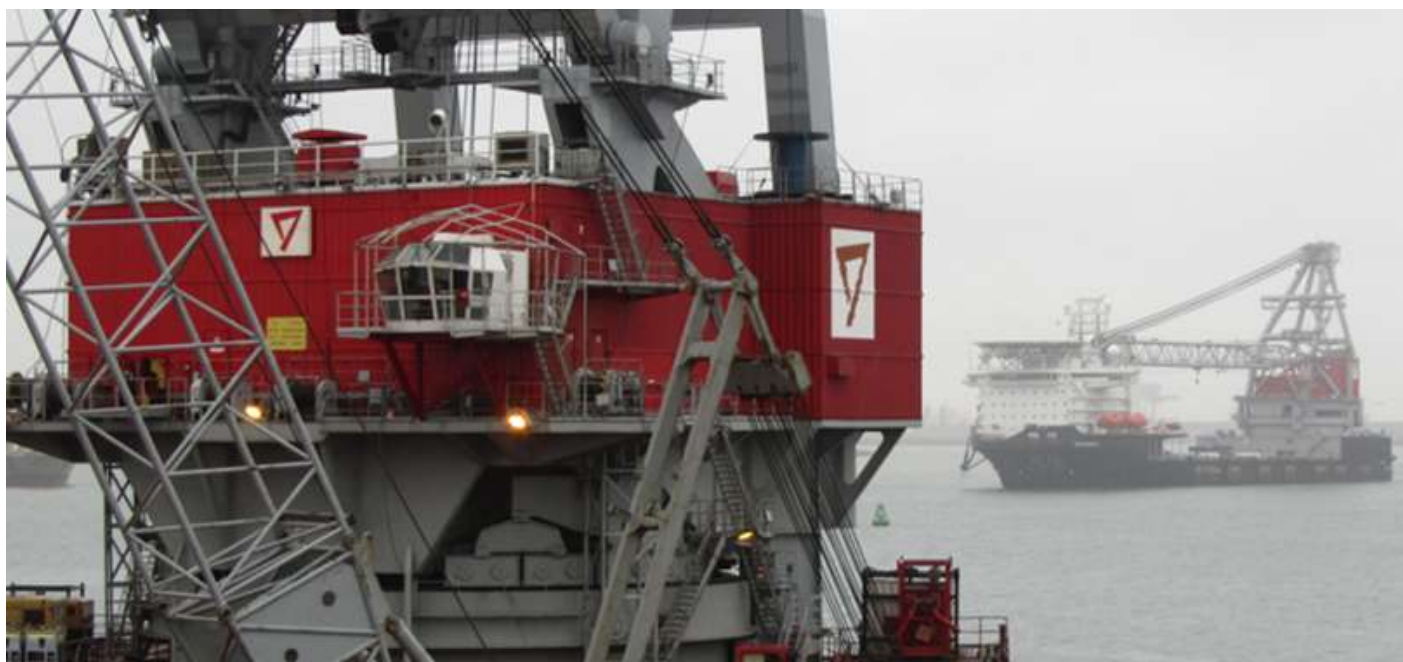


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Above seen from the **Stanislav Yudin** the **Oleg Strashnov** entering port at Rotterdam-Maasvlakte last week.
Photo : Cuup v/d Vliet - Superintendent o/b Stanislav Yudin (c)

NYK included in DJSI World for eighth consecutive year

On November 4, NYK was selected for the Dow Jones Sustainability World Index (DJSI World), marking the eighth straight year that NYK has been included in this major yardstick for socially responsible investment (SRI), investments in companies whose CSR activities are considered to be upstanding. NYK was also included in the Dow Jones Sustainability Asia/Pacific Index, which was created last year and features companies in the Asia Pacific region, the shipping company's press release said. The DJSI World was developed jointly by Dow Jones & Company, a U.S.-based publisher of business and financial news and information, and the SAM Group, a Switzerland-based company that conducts assessments of corporate sustainability.

This year, about 2,700 companies went through the selection process, and of these, 323 companies were chosen for the DJSI World, which is based on independent international standards of corporate environmental sustainability and social responsibility. Of the 323 enterprises listed in the current DJSI World, 31 are Japanese companies. NYK, as a good corporate citizen, will continue to take an active role in social issues, including the conservation of the environment, to contribute to the achievement of a better global society. **Source: nyk.com**



Above seen the **ALBERT OLDENDORFF** arriving at Dunedin on 11/11/10 to load logs - **Photo : Ross Walker (c)**

Newbuilding ordering, second ships purchasing begin to cool off

As we slowly approach towards the end of the year, ship owners in both the dry and wet parts of the shipping industry begin to slowdown the rate of their investments in terms of fleet growth. After a year of pretty healthy levels of investment activity, it's pretty clear to everyone that low prices and opportunities were the driving factors of this development, which to many people, even from within the shipowners' community appears as "crazy", given the huge orderbook in most ship segments, both in the dry bulk and the tanker sectors. In fact, some go even further to state that if this year's orders are all materialized, shipping could very well face yet another crisis in the following years.

During the past week, in terms of newbuilding orders, things have begun to slowdown, at levels a little quieter than those seen recently. According to the latest weekly report from Clarksons, "enquiries continue across the sectors with dry and containers continuing to generate the most interest. With newbuilding values continuing to sit at what are historically competitive levels, there remains enough of a rationale behind new ordering - though what is now becoming increasingly evident is that the speculative demand that existed across the dry and to a certain extent, wet sectors in the first part of the year has now been firmly replaced by those taking a longer term view on their acquisitions. The container sector however still holds promise for speculative buyers and in turn this may translate into a potential driver of the market going forward" said Clarksons. In terms of reported business: In Dry, J.T. Essberger is

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reported to have signed with Zhejiang Yangfan to build 2 x 35,000dwt Handysize bulk carriers which will be delivered in 2012. COSCO Dalian have signed with an unknown Asian owner for 3 x 57,000dwt Supramaxes delivering in 2012 and 2013. Densa Shipping are reported to have ordered 1 option 1 x 180,000dwt Capesize bulkers with HHI again for delivery in 2012/13. Finally Mitsui O.S.K. Lines have ordered a pair of 57,000dwt Wood Chip Carriers at Minami Nippon Shipbuilding which will be delivered during 2013. In Wet, clients of N.J.Goulandris are reported to have ordered 2 x 164,700dwt Suezmax tankers at Hyundai H.I. to be delivered during 2012. Meanwhile, Arab Maritime Petroleum are also reported to have ordered at Hyundai, in this case for a pair of 112,000dwt Aframax Tankers delivering in 2012/13. Mitsui O.S.K have ordered a pair of 300,000dwt tankers at Mitsubishi delivering in 2012 and 2013. Lastly, In Containers, Sungdong have signed with an unknown European owner for a pair of 3,600TEU container vessels delivering within 2H 2012.

Meanwhile, in the secondhand ships market, the past 10 days have been deemed as “very quiet” in terms of demand and concluded agreements. According to shipbroker N.Cotzias Shipping Group “there is a large number of investors waiting round the corner, trying to decipher any optimistic signs that this is an opportunity not to be missed. In the S&P market under no circumstances decisions to enter into a ship acquisition are modeled on indices movements, but we would say more on the psychology that is dictated by a great variety of factors. Shipping and Economic Market reports, experts talk, “follow the leader”, news - press – media opinion making, talk of the town, rumours & gossip, fundamental analysis & Technical analysis, are all some of the factors affecting the market psychology of investors. This week the prices of the few ships that appeared to have been sold remained constant and the Greeks and Chinese have once more played the prominent role. The demand for vessels narrowed substantially, while some new sale candidates late in the week made their appearance in the market as their owners will try to get a good price before **the ship values fall in line with their daily earnings” said the shipbroker.** As for the presence of Hellenic ship owners in ship purchases, shipbrokers Golden Destiny said that it has been rejuvenated at firm levels with 12 transactions reported in the secondhand and newbuilding market with preference towards the bulk carrier, tanker and container sector equalling a total amount invested around \$543,600,000.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



Once the most powerful **Voith Schneider powered** tug in the world, **INDUSBANK** seen moored in Bonaire last week, the tug is built in 1968 at Scheepswerven v/h H.H. Bodewes at Millingen a/d Rijn (NLD) under yard number 672 and was delivered to the Nieuwe Rotterdamse Sleepdienst the same year, the tug was having a length of 35,64m and beam of 11,38m and powered by 2x diesel 4tew 12cyl Werkspoor, 2600bhp total, giving the vessel a bollard pull of 35ton. During 1980 the **INDUSBANK** was rebuilt and lengthened to 36,77m, re-engined 2x diesel 4tew 8cyl Stork-Werkspoor, 3400bhp, the tug is at present operated by SMIT Americas at Bonaire – **Photo : John Rigaud (c)**

With two tugs pulling, powerless cruise ship continues to San Diego



Pulled by two tugboats, the crippled cruise ship **Carnival Splendor** is slowly heading toward San Diego, with arrival estimated for midday yesterday, the Coast Guard and cruise ship company said Wednesday morning. One tug arrived at the ship about 150 miles southwest of San Diego on Tuesday but a second had to be turned back due to mechanical problems. That tug has been replaced and the journey is continuing, the Coast Guard said.

Carnival Cruise Lines, owner of the 952-foot-long ship, had said Tuesday it might be necessary to

take the ship to Ensenada if it was unable to maintain sufficient speed to make it to San Diego. But that speed has apparently been maintained and San Diego remains the destination for 4,000 passengers and crew members.

The ship lost power Monday after a fire in an aft engine compartment. On Wednesday morning, some telephone service had been restored for passengers. There have been no injuries or medical complications reported to authorities. But passengers who expected the luxury of a seven-day cruise to the Mexican Riviera have instead found themselves without air conditioning or the sumptuous meals that were promised before they left Long Beach on Sunday.

One of the passengers, an employee of a Denver television station, called his employer to report that passengers were standing in long lines for food but were otherwise doing reasonably well -- chatting, playing cards and walking the open-air decks. **"The only thing that made it really tough was when the facilities were all broken down and all the bathrooms weren't working and people were starting to get uncomfortable,"** David Zambrano told 9News.

"You stand in line for two hours just to get your food because everybody goes to the same place to pick up their food," he said. "And, so you stand in line and you wait, then once you get your food, you leave and you look for something to do." The toilets were down for several hours but are now operational.

The US Navy airlifted 70,000 pounds of food to the ship on Tuesday, including bread, canned milk, canned Spam, other kinds of canned meat, canned fruit, and snack food like Pop Tarts. The ship also has a supply of bottled water and some cold food. A "large Carnival team" is arranging hotel accommodations and air and ground transportation for passengers, the company said.

South Korean navy ship sinking after collision

A South Korean navy ship was sinking off the country's southwestern coast, with two of the 30 sailors on board missing, after it collided with a fishing boat, a media official at the defence ministry said on Thursday. The 150-tonne vessel collided with a 270-tonne fishing boat some 5.4 nautical miles northwest of the island of Jeju at around 10:50 p.m. (1:15 p.m. British time) on Wednesday, said the official, who did not want to be named. He said 28 of the 30 sailors on board had been rescued, without elaborating on the fate of the fishing boat. The accident took place as leaders from the Group of 20 major economies and international organisations were due to start a two-day summit in the capital Seoul. It was far from the area where a 1,200-tonne South Korean navy ship sank after, according to an

investigative report by experts from four Western countries, being torpedoed by North Korea near their disputed border off the west coast in March, killing 46 of the 104 crew aboard. South Korea blamed the sinking of the **Cheonan** on the Communist North



The first line of defence

P-Trap is a very simple and cost-effective defence against pirates. It creates a safety zone around the ship where it is vulnerable and keeps unwanted guests at a safe distance (**watch the demo on www.p-trap.eu**). The Royal Dutch Navy, the Netherlands Coastguard and the Royal Netherlands Sea Rescue Institution successfully tested the system. Contact us for more information.

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Large crude carrier shipping rates sink

Shipping rates of very large crude carriers are on the way down, which may not bode well for regional companies such as National Shipping Company of Saudi Arabia (NSCSA). With oil prices floating above \$87 a barrel, the market is now oversupplied by supertankers competing to ship cargoes of 2 million barrels, stalling what has been considered a recovery in pricing. Shares of NSCSA have already fallen by 20 per cent in the past six months. Last month, NSCSA reported a net profit of 82 million riyals, down 30 per cent in the most recent quarter compared with the previous one, and missing analyst estimates. The results reflected spot-shipping rates that were lower than expected. There are 5 per cent more very large crude carriers, or VLCCs, for hire over the next 30 days than there are cargoes, according to the median estimate of seven shipowners and brokers surveyed by Bloomberg News yesterday.

There was a 1 per cent shortage a week ago, which was the first time for almost a year that respondents said there were not enough ships available. Enquiry levels should come down over the coming days, said Henrik With and Glenn Lodden, analysts in Oslo at DnB NOR Markets, a unit of DnB NOR Bank, Norway's largest. Consequently, they said, rates could come down during the week. Returns on the Saudi Arabia to Japan route have been above what Frontline, the world's largest operator of supertankers, needs to break even on the carriers for the past six sessions, according to data from the company and the London-based Baltic Exchange. That ended four months of unprofitable rates. Frontline said in August that it needed US\$30,900 (Dh113,480) a day to break even on the carriers. Returns had been above that level since November 1, when they ended a period of unprofitable rates that began on June 30. Gulf Navigation, Dubai's only publicly traded oil tanker owner, could also be negatively affected if shipping rates come down. **Source: Bloomberg**

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Maritieme Awards Gala, 10 november 2010

De VNSI Timmersprijs – voor jonge – maritieme ontwerpers met een nieuwe (deel)oplossing is gewonnen door :

Nico van der Hoeven werkzaam bij **Alewijnse.**



“Ontwerper van het automatiseringssysteem voor het Fuel Cell Boat Amsterdam.

Prijs werd uitgereikt door Mevrouw drs. **Karla Peijs**, Commissaris van de Koningin in Zeeland, en de presentatie van het Gala was in handen van RTL nieuwslezer **Roelof Hemmen**.

Photo : Daniella Vermeer ©

INCHCAPE SHIPPING SERVICES LAUNCHES INTEGRATED CREW TRAVEL & LOGISTICS SERVICE (ICLS)

Inchcape Shipping Services has launched ICLS, a unique 'home-to-cabin' product for managing the total global travel and in-country logistics requirements of ships' crews, technicians and other marine related personnel. Jon Corner, Executive Vice President Group Commercial for ISS, commented: "The product has been created by bringing together as a single offering the activities of the ISS hub in Mumbai, together with our global network of port agency offices and ISS GMT, the dedicated marine travel unit of the ISS Group."

ISS already coordinates the 'last mile' crew activity on behalf of more than 25 ship managers and marine equipment companies. This means providing airport meet and assist, hotel bookings, local transportation and port access. Last year over 35,000 seafarers were handled through the ISS hub in Mumbai. **Mr Corner said:** "ISS GMT provides travel management solutions for the movement of crew, technicians and other marine personnel. We focus on bespoke airline contracts and first class customer service. By integrating the two offerings into a single product with one point of contact and a single invoicing process, we are able to offer a unique global solution for processes traditionally carried out by multiple vendors. This means we can deliver direct and indirect cost savings to our customers and provide an enhanced travel experience for the seafarer."

Tim Davey, President of ISS-GMT added: "Launching this integrated product was the top priority of tying up with ISS earlier in 2010. We believe ICLS will transform the way shipowners, managers and marine equipment manufacturers and suppliers buy travel and crew logistics services



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Dutch co's new technology to save ship-breaking industry

Leading European ship recycling technology provider Greendock has come up with a new solution and technology to save the ship-breaking industry in Bangladesh. Greendock has already set up a corporate office in Chittagong near the location to operate day-to-day business to build a dockyard facility in the port city. This facility will allow the ship-breakers to restart their activities and there will be zero pollution and zero accident during the demolition of vessels. This is the only worldwide patent technology which will allow demolition of a vessel of 10,000-15,000 LWT in 20 to 30 days without pollution or accident. The Dutch company has conducted a Feasibility Study to guide all stakeholders in the sector to perform together towards a common goal. The report for Bangladesh part is expected to be published at the beginning of the next year. As a part of the study Greendock team has met European Commission, Ministry of Environment and Forests, Ministry of Industries, International Labour Organization (ILO), International Finance Corporation, Labour leaders, Ship Breakers Association and Foreign financial institutions in Bangladesh. All of them agreed to co-operate in setting up a model Yard first which can be an example in the sector. Quoting the study Doebren Mulder, a Dutch national and Inventor of the technology said, "Whereas Bangladesh is holding the largest share of the market, none of these sites used for Ship Dismantling has a proper planning. They did not find also any solution to prevent pollution of soil, water and waste reception facilities. Ship Scrapping is an important source of raw materials in Bangladesh. It derives 80 to 90 % of its steel from end-of-life ships and the industry provides jobs for hundreds of thousands of workers directly and indirectly. So this sector should be first saved by adopting the new technology." Following a recent High Court order life-end vessel import has been stopped and the sector is now in complete uncertainty.

Mulder said, we have gone through the high court directives. Greendock technology will permit to maintain all these directives and international norms including Basel Convention in which Bangladesh is a signatory. He said, the proposed government policy will also encourage the ship breakers to care about environment and safety of workers. Qumrul Islam Chowdhury, Greendock Resident director in Chittagong said, "Following High Court Directives and government policy that has stopped import of scrap ships during the last 6 months is damaging and detrimental to the growth of a booming sector. This will create a huge crisis in the steel industry with the existing volume of raw materials to meet country's need for barely one more month." He said, "Everybody is talking about environment and safety issue but no one is giving any solution. Only good news is that Prime Minister and other decision makers of the government have declared to save the industry in a proper manner and that is why we have invited this pioneer Dutch Company to do something for this promising sector." Qumrul said, "We are now asking for an Expression of interest from the private local and foreign investors to take the opportunity to adopt Greendock Technology. Interests have been already shown from some reputed leading company in the sector. After receiving all the proposals Greendock will identify the potential partner on the basis of first come first serve." Mulder said, "Greendock is now ready to transfer

experience and practices in relation to dealing with the risks posed by asbestos, thus helping to raise the standards of protection and precaution among the workers. The total project for the dismantling part is estimated at 50 million Euros, including a waste incinerator to change waste into energy." Greendock can now dismantle about 24 vessels in a year, Mulder told. When asked why Greendock has chosen Bangladesh, he said they have found it much more competitive than its rival countries, including China and India, in the ship-breaking industry. 'Bangladesh is a booming market for ship recycling.' About 1,200 workers, out of a total of 1,20,000 in 200 ship breaking yards, die every year. We have to save the worker and environment but also the industry. To eliminate headache cutting the head is not a good idea-he said. He mentioned that as many as 40,000 seagoing ships have been playing trade routes across the world and these vessels would be available in a very cheaper price if Greendock technology established. We are already in contact with these shipping companies. **Source: The Financial Express**



Fuel scammer sent to slammer

A former Royal Caribbean fuel buyer has received a prison sentence for defrauding the cruise line of more than \$600,000. According to statements made in a plea agreement, Jamil Murni, 60, of Houston, Texas, was a fuel buyer for Royal Caribbean. In that position, he was responsible for researching suppliers and negotiating price, availability, and delivery schedules of fuel for Royal Caribbean Cruises' fleet.

Murni was arrested in Houston in February on an indictment charging him with nine counts of wire fraud, in violation of Title 18, United States Code, Section 1343, and one count of money laundering, in violation of Title 18, United States Code, Section 1957. According to the plea agreement, in 2003, Murni registered "Sea Fuels Trading" as a fictitious name with the Florida Department of State's Division of Corporations. He then opened and maintained a bank account in the name of Sea Fuels Trading. On December 19, 2003, Murni applied to have Sea Fuels Trading become a fuel provider for Royal Caribbean. In that application, defendant Murni fraudulently concealed his ownership of the company. Royal Caribbean subsequently approved Sea Fuels Trading as a fuel vendor. Murni used his position within Royal Caribbean to obligate the cruise company to more expensive contracts with Sea Fuels Trading. Defendant Murni then fulfilled Sea Fuels Trading's obligations by purchasing cheaper fuel from competitors. Royal Caribbean paid defendant Murni's company more than it would have paid to a legitimate fuel vendor. According to Wifredo A. Ferrer, U.S. Attorney for the Southern District of Florida, and John V. Gillies, Special Agent in Charge, FBI Miami Field Office, Murni operated the scam from late 2003 through late 2006. At the sentencing on November 1, 2010 in Miami, U.S. District Court Judge Joan A. Lenard sentenced Murni to 45 months of imprisonment, to be followed by two years of supervised release. In addition, the judge ordered that the defendant pay \$610,228 in restitution to Royal Caribbean.

Source : MarineLog



The **MELBOURNE STRAIT** seen arriving in Willemstad (Curacao)

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

UK. Margate RNLI lifeboat stands by drifting research ship

Margate's RNLI lifeboat was called out during the early hours of this Wednesday morning (10 November 2010) to stand by a research ship dragging its anchor and at risk of running aground on rocks on the north Kent coast during a spell of particularly bad weather.

The Dutch owned, Bahamas flagged research ship **Fugro Mercator** with 21 people on board was at anchor in Margate Roads effecting engine repairs when it started to drag its anchor towards the shore. Weather conditions were not particularly good with a fresh to strong northerly wind and a rough sea.

The vessel's crew notified coastguards at Dover of the situation as their drift took them towards the 10 metre depth line adding that they were endeavouring to restart the engine. The Margate all weather lifeboat was launched to stand by the vessel while in the meantime the assistance of the Chatham based tug **Napia** had also been arranged and at the time was well on its way to the area.

Once on scene the lifeboat stood by the **Fugro Mercator** and after around an hour engineers on board managed to regain enough power to manoeuvre away from the coastline and re-anchor in deeper water. The lifeboat stood by until the **Napia** arrived to take over stand-by duties while more permanent repairs were carried out on board the vessel.

Paul Hodson, Margate lifeboat Operations Manager said: 'With a draught of around 6 metres there was a natural concern that the vessel would be unable to arrest its drift onto what would have been a rather inhospitable shoreline as it approached waters with a depth of around 10 metres. By alerting the coastguard to their predicament and arranging tug assistance in good time we were able to be in a position to assist the vessel had the outcome been different, the ship's crew done well to restore power when they did' **Source : Peter Barker, Volunteer Lifeboat Press Officer / BYMNews**

Sleepboot omgeslagen, 3 mensen gered, KNRM assisteert

Donderdag 11 november om 15.55 uur alarm van Den Helder Rescue. De reddingstations Hoek van Holland en ter Heijde van de Koninklijke Nederlandse Redding Maatschappij werden gealarmeerd voor een omgeslagen sleepboot in de Maasmond.



Foto : Frans Sanderse ©

Kort hiervoor was de sleepboot **Fairplay 22** tussen de pierhoofden van de Nieuwe Waterweg omgeslagen. Dit gebeurde tijdens de sleepvoorbereiding van de **Stena Britannica**. De wind viel mee, 6-7 Beaufort uit het zuiden en men lag beschut tegen de zee. Door een tot nu toe onbekende handeling is de Fairplay sleper gekapseisd.



Foto : Frans Sanderse ©

Binnen 10-15 minuten had men drie opvarenden van de sleper uit het water. De personen zijn uit het water gered door passerende loodstenders die over een hydraulisch drenkelingen platform beschikken. De loodstenders **Gemini** en **Columbia** waren met de drenkelingen om 16.15 in de Berghaven. Hier werden de drenkelingen licht onderkoeld en goed aanspreekbaar overgedragen aan het ambulance personeel.

Om 16.15 uur waren er inclusief de KNRM reddingboten 15 schepen ter plaatse om te zoeken naar de Kapitein en machinist van de **Fairplay 22** die nog steeds vermist waren. Met name de reddingboten zochten de wallenkanten af rond de pieren, de overige schepen op het water in de Maasmond. Rond 16.30 voeren de loodstenders uit met brandweerduikers om eventueel in het schip te zoeken naar de vermiste personen. Inmiddels was ook een kustwachtvliegtuig en een helikopter aan het zoeken naar eventuele drenkelingen.

Brandweerduikers probeerden met klopsignalen op de romp van het schip op een levensteken van de twee vermisten. De hulpverleners hopen dat er onder het schip een luchtbel zit waarin de twee zich in leven kunnen houden. De brandweerduikers konden door onbekendheid het schip niet in. Zolang er hoop is gaat men door. Men zal rond 22.00 uur het schip proberen wat stroomopwaarts te slepen in afwachting van een drijvende bok die het schip uit het water kan tillen. Het schip zal in rustig water tegenover de Stena terminal aan de zuidwal worden gezet in afwachting van een drijvende bok. Dit zal pas na middernacht worden. De KNRM reddingboot **Jeanine Parqui** was en zal al die tijd ter plaatse stand-by liggen voor calamiteiten. Voor de levens van de kapitein en machinist word ernstig gevreesd.

NAVY NEWS

Northrop Grumman Awarded \$189.2 Million Contract to Continue the Design of Gerald R. Ford (CVN 78)

Northrop Grumman Corporation has been awarded a \$189.2 million cost plus fixed-fee contract modification from the U.S. Navy to continue the engineering and design effort for the nation's newest nuclear-powered aircraft carrier, **USS Gerald R. Ford (CVN 78)**.

The company's Shipbuilding sector in Newport News, Va. is the prime contractor. This planned contract modification funds additional design, planning and system integration activities and analysis to support CVN 78 construction.

"This planned contract modification is essential to continuing the ship design to support construction," said Mike Shawcross, vice president, Gerald R. Ford-class engineering and CVN 79 construction. "Now that the design is in the three-dimensional product model, our engineering and planning effort is focused on the production of instructions for the shops and ship assembly."

Named after the 38th president of the United States, **Gerald R. Ford (CVN 78)** is the first ship of the new Gerald R. Ford class whose keel was laid Nov. 14, 2009. The Ford class will continue the legacy of highly capable U.S. Navy nuclear-powered aircraft carrier ship platforms. Enhancements incorporated into the design include flight deck changes, improved weapons handling systems, and a redesigned island, all resulting in increased aircraft sortie rates. It will also include new nuclear power plants; increased electrical power generation capacity; allowance for future technologies; and reduced workload for the sailors, translating to a smaller crew size and reduced operating costs for the Navy.

Dutch marines ready for action in Senegal

Dozens of fishermen, security guards and porters gathered at the port of Dakar to watch the arrival of the Dutch navy ship, the **HNLMS Johan De Witt**. This week the first joint European-Senegalese marine exercise called the **Emerald Move 2010** has started.

Curious onlookers took photographs as the gigantic ship was unloading amphibious vehicles from its sides into the water.

HNLMS Johan de Witt carries some 800 military personnel, including two companies of Royal Marines and two companies of an air assault brigade. The operation which is organised by the EAI, the European Amphibious Initiative, involves the Netherlands, France, Italy and Senegal.

The Commander of the Dutch Marine Force, **Peter William Lenselink** says the operation aims to demonstrate the EAI's capacity to plan and carry out joint amphibious operations over a long distance. "The objective is to ensure a good cooperation between ground troops and naval forces. It is the first time that we are working together with various countries", says the Dutch commander.



A total of 3,800 military personnel, 18 aircrafts and more than one hundred military vehicles are taking part in the two week Dakar manoeuvres. The EAI was established in December 2000 by The Netherlands, France, Great Britain and Spain to increase the effectiveness of European amphibious activities.

A member of the Dutch naval crew, 24-year-old Justin, who just finished the Navy College in the Netherlands takes part in the operation. "This is a whole new experience for me, being here and

taking part in a major operation like this. It's fun and I am enjoying it", he says with a smile.

On why Senegal is chosen as the venue for the exercise, Commander Lenselink says the idea was to look for a neutral ground outside Europe, adding that the experience and professionalism of the Senegalese marine was the main attraction. Masamba Ndioye, a security expert in Senegal says "Senegal has everything to win from this joint exercise. Among the countries involved, it is less experienced and the less sophisticated". **Source : RNW**

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Portuguese Navy Ship to Reach Goa today

Portuguese navy's decorated sailing ship, **NRP Sagres** will be touching Goan shores on November 12, amidst warning given by freedom fighters against any celebrations to mark completion of 500 years of arrival of Vasco-da-Gama in Goa. "The tallest ship of the Portuguese Navy, **NRP Sagres** is visiting Goa as a part of its 2010 circumnavigation of the world," Portugal's Consul General in Goa Dr Antonio Sabido Costa said. The ship and its crew will be received in Mormugao port by Rear Admiral Sudhir Pillai, flag officer commander of Goa. It will be docked there from November 12 to November 16.

Costa said that the visit of the ship is to mark "the arrival of the Portuguese to the Orient and Extreme Orient, 500 years ago." The freedom fighters in the state have warned the state government or any organisation against hosting any such celebration to mark arrival of Vasco-da-Gama in Goa.

Portuguese explorer Vasco-da-Gama was the first one to touch the land for trade. Later the Portuguese had captured this part of India and made it as their colony, which got liberated on December 19, 1961 by the Indian Army.

Meanwhile, the organisation of freedom fighters, who were jailed and even martyred during the liberation struggle have strongly objected to any celebration commemorating arrival of Vasco-da-Gama.

"We will protest. Let the state government put us behind bars and celebrate the occasion," said Naguesh Karmali, President, All Goa Freedom Fighters association. Without referring to arrival of the ship, he said that no celebration would be allowed. Freedom fighters have decided that neither the state government nor any other institution will be allowed to celebrate the year.

Karmali, who was imprisoned during liberation struggle, said that the entire Portuguese rule was marked with oppression, harassment and torture. "How can anyone celebrate the arrival of oppressors?" he questioned. Freedom fighters have also demanded that names of Portuguese nationals given to various roads should be scrapped before December 19, 2010.

Karmali said that the roads are named after Portuguese leaders, who had unleashed terror on Goans. The association has also taken strong objection to corporation of city of Panaji's recent move to name renovated garden as Garcia de Orte. **Source : OutlookIndia**

SHIPYARD NEWS

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Oka Shipyard launches Captain Ruzmankin, first bulk carrier of RSD-44 project

Oka (Okskaya) Shipyard (in Navashino of Nizhny Novgorod Region) will launch on November 16, 2010 the Captain Ruzmankin of project RSD-44. This is the first vessel of a series of 10 river-going dry cargo ships under construction for JSC Volga Shipping Company, the UCL Holding's press service reports. The launching ceremony was attended by Russian Govt's top officials, the industry ministers, Valery Shantsev, the regional Governor, UCL Holding's owner Vladimir Lisin, the USC's President & CEO Roman Trotsenko. Universal Cargo Logistics Holding (UCL Holding) an International Transport Group that manages a number of major transportation assets. The Group incorporates ports in Russia's North-West and South, Volga and North-Western Shipping companies, Oka Shipyard, as well as several other shipbuilding, shipping and logistics assets. The Holding's shipyards are capable to build 7,000dwt vessels, including sea-going and river-going vessels as well as universal ships.

The UCL Holding's full-scale development program is aimed at an upgrade of facilities of shipbuilding and shipping companies. The program implementation is expected to boost by 2015 the annual production capacity of the Group's shipyards to 8-10 vessels and significantly renovate the shipping company's freight carriers. Shipbuilding company Oka (Okskaya) Shipyard, founded in 1907, is located on the Oka River in Navashino of Nizhny Novgorod Region. The shipyard is a major manufacturer and supplier of river and sea-going vessels of various types and purposes. The enterprise production facilities allow construction of ships, which meet all international requirements. **Source : PortNews**

SHIPYARD DE DONGE LAUNCHED DCI DREDGE BH1



Earlier this week shipyard De Donge launched at the Scaldia harbour in Vlissingen-Oost a Backacter 800 dredger, the dredger named **DCI DREDGE BH1** is under construction for the Dredging Corporation of India in Mumbai.

Photo : Wim Kosten - <http://www.maritimephoto.com> ©

Nevsky Shipyard's rescue vessel is on the ways, built for Rosmorrechflot

Nevsky Shipyard (Schlüsselburg, Leningrad Region) on November 9, 2010 rolled out on the slipway a lead ship of a series of three salvage vessels of project MPSV07, being constructed for the Federal Agency of Maritime and River Transport of Russia (Rosmorrechflot). The ship will be named **Spasatel Karev** (Rescuer Karev), Marine Engineering Bureau said.

As of October 25, the first order has been completed by approximately 65%. The second vessel (**Spasatel Kavdeykin**) done by 26%, the third one (**Spasatel Zaborschikov**) is ready nearly by 12%. Multi-function rescue vessel of project MPSV07 has high Ice Class with a diesel-electric power plant, two full-circle propeller-steering columns with total capacity of 4 MW and the two bow thrusters. The ship specifications: LOA - about 73 meters, BOA - approximately 16.60 m, DWL breadth - 15.5 m; bollard pull on mooring - about 70 tons. Class MS: CM Arc 5 AUT1-ICS OMBO FF3WS DYNPOS-2 EPP Salvage ship. The vessel is designed for patrol and salvage operations in areas of navigation, fisheries, offshore oil and gas fields. The vessel is equipped with two diving containers for work at depths down to 60 meters and 300 meters, oil-containment booms and equipment for oil spill response. The vessel has special fire-fighting equipment to extinguish fire on other ships.

Nevsky Shipyard LLC, a subsidiary of JSC North-Western Shipping Company (part of UCL Holding), is located 40 km from Saint-Petersburg in Schlüsselburg on the left bank of the Neva River. Nevsky Shipyard is one of the oldest enterprises of water transport of Russia's the North-West. The company has been engaged in shipbuilding since 1952. NS builds sea-going and river vessels of various types and purposes and provides all kinds of ship repair. Nevsky Shipyard's slipway allows launching and lifting for repair 140-m-long vessels with dock weight up to 2500 tons. Marine Engineering Bureau is a non-governmental design and engineering firm recognized by Russian Maritime Register of Shipping, Russian River Register and Register of Shipping of Ukraine. Source : PortNews

Vyborg Shipyard posts for Jan-Sept. net loss of 202,65m rubles vs income a year earlier

Net loss of Vyborg Shipyard (VSZ, Leningrad region), according to RAS for 9 months of 2010 amounted to 202 million 651 thousand rubles against net income of \$ 1,227,076,000 rubles a year earlier, the company's nine-month report said. Revenue for the period amounted to 7,849,754,000 rubles, down 2,7 times from revenue for the same period a year earlier.

Vyborg Shipyard specializes in construction of vessels of small and medium tonnage and drilling rigs for the development of marine and offshore fields. In addition, the enterprise is the investor of a new modern shipyard in Primorsk (Leningrad Region) capable of building large-capacity merchant vessels. **Source : PortNews**

JES International targets offshore with new yard

Chinese shipbuilder JES International is the latest to target the offshore industry as its new yard comes onstream. Jin Xin, chairman and ceo of the Singapore-listed shipbuilder said the new yard increased its capabilities and enhanced its reach to a wider market. "In the near term we seek to secure new orders to fully utilize our expanded production facilities. With capabilities now that we have completed our new yard, we plan to expand our portfolio to include more sophisticated vessels such as Floating Oil Production, Storage and Offloading (FPSO) units and ocean engineering vessels. Over the medium to longer term we plan to penetrate the offshore equipment sector to produce oil rigs," Mr Jin said. JES' current orderbook comprises 34 vessels worth \$900m. **Source: SeaTradeAsia-Online**

ROUTE, PORTS & SERVICES



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Diana Shipping Inc. Announces Time Charter Contract for M/V Triton

Diana Shipping Inc., a global shipping company specializing in the transportation of dry bulk cargoes, yesterday announced that it has entered into a time charter contract with Resource Marine Pte., Ltd, Singapore, a guaranteed nominee of Macquarie Bank Limited, for one of its Panamax dry bulk carriers, the m/v **Triton**, at a gross charter rate of US\$19,500 per day for a period of minimum thirty-five (35) to maximum thirty-eight (38) months. The charter is expected to commence at the beginning of December 2010. This employment is anticipated to generate approximately US\$20.5 million of gross revenue for the minimum scheduled period of the charter. The m/v **Triton** is a 75,336 dwt Panamax dry bulk carrier built in 2001. Diana Shipping Inc. is a global provider of shipping transportation services. The Company specializes in transporting dry bulk cargoes, including such commodities as iron ore, coal, grain and other materials along worldwide shipping routes. **Source: Diana Shipping Inc.**



Above seen the 2007 built AHT **JANUS** entering Valletta, Malta for the first time bound for Palumbo Malta shipyard Dock 5 on Wednesday 10th November 2010.

Photo : Capt. Lawrence Dalli - www.maltashipphotos.com (c)

Heavy Decom International Limited plans product launch before Christmas 2010



UK-based **Heavy Decom International Limited (HDI)** has recently announced its intention to launch the largest heavyweight marine salvage decommissioning machine in the United Kingdom before Christmas 2010.

'From left to right, **Chris Hinett** and **Hardy Worsey**, Directors of Heavy Decom International'.

The machine has been custom-built and is manufactured to specifically undertake heavy decommissioning and dismantling projects: In particular, the cutting and removal of wrecks from shoreside, nearshore or offshore locations. The device will be capable of carrying the latest in hydraulic cutting tools weighing up to 15 tonnes, while working at heights in excess of 30 metres. It will also offer exceptional underwater cutting capabilities to depths of 26 metres. A machine with these combined features has not been seen in the UK to date. Specifically manufactured with global projects in mind, one key feature of the machine is the ability for full containerisation. This allows for rapid worldwide transportation which ensures for prompt arrival on site. The machine is currently in pre-production and undergoing rigorous testing before its full launch later this year. Technical details of the machinery will be available in the near future.

A.P. Moller - Maersk Group - Interim Report

Revenue for the period increased by 17% to USD 41.4 billion, primarily as a result of higher freight rates for the Group's container shipping activities and higher oil prices. The net result for the period was a profit of USD 4.2 billion (a loss of USD 0.7 billion). "The result is exceptional, and we are very satisfied. Markets have been favourable, but first of all, our businesses are in excellent shape. Especially our container business has improved and is ahead of competition on profitability. We are ready to seize opportunities, especially in emerging markets." says Group CEO Nils S. Andersen.



The **SVENDBORG MAERSK** seen westbound in the Singapore straits – Photo : Piet Sinke (c)

- The segment result for the Group's container shipping and related activities was a profit of USD 2,254 million (a loss of USD 1,590 million). The result was positively affected by an increase in average freight rates of 34%, an increase in transported volumes of 7% and substantial savings per unit.
- APM Terminals' segment result was USD 668 million (USD 340 million), positively affected by gains on sale of an ownership interest in Sigma Enterprises Ltd. The number of containers handled increased by 3% despite discontinued activities at six terminals. The remaining terminals had an 8% increase in volumes.
- The segment result for the Group's oil and gas activities was USD 1,339 million (USD 958 million), primarily due to a 35% increase in oil prices to an average of USD 77 per barrel. The increase more than compensated for a 17% decline in the Group's share of oil and gas production to 103 million barrels. The Group's exploration costs were USD 346 million (USD 466 million). Exploration activities led to two new discoveries in Norway in the third quarter. Planned maintenance of platforms in the North Sea was completed in the third quarter.
- Maersk Tankers' segment result was a loss of USD 103 million in the first nine months of 2010 (a loss of USD 193 million). Maersk Tankers incurred impairment losses of USD 107 million in the third quarter of 2010.
- Maersk Drilling's segment result increased to USD 300 million (USD 168 million), positively affected by delivery of new rigs and a continued high level of contract coverage at attractive rates.
- The Group's free cash flow was USD 4.1 billion and increased by USD 6.3 billion in the first nine months of 2010 compared to the same period of 2009. Cash flow from operating activities was USD 7.4 billion (USD 4.1 billion), while cash flow used for capital expenditure was negative by USD 3.2 billion (negative by USD 6.3 billion). Net interest bearing debt was reduced by USD 4.4 billion to USD 13.7 billion.
- The Group's competitiveness was enhanced by further cost reductions and activity adjustments with an expected full-year effect of between USD 500 million and USD 1 billion.

Outlook for the full year 2010

- The Group is now expecting a result for the full year in the order of USD 5 billion (Interim Report of 18 August 2010 stated an expected result for 2010 to exceed USD 4 billion). The improvement is first and foremost due to higher freight rates for the Group's container business and additional efficiency improvements.
- The Group's expectation of the full year result is excluding expected gain from Dansk Supermarked A/S' sale of Netto Foodstores Limited, UK. The transaction is not expected to be completed until the first half of 2011.
- The Group expects a seasonal decline in both volumes and freight rates for the container activities towards the end of the year and consequently a somewhat lower result in the fourth quarter compared to previous quarters.
- The Group expects its share of the total oil and gas production in the fourth quarter to be at the level of the average production year to date. Increased exploration activity is planned for the fourth quarter and the Group still expects that the total exploration costs will be at the level of 2009.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 316

- The Group expects that the result for the oil and gas activities for the fourth quarter will be considerably below the first three quarters of the year primarily due to increased exploration costs.
- The outlook for 2010 is subject to uncertainty. Specific uncertainties relate to container freight rates, transported volumes, oil prices and the USD exchange rate.

Source: A.P. Moller - Maersk Group



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The Multicat **COASTAL HUNTER** from ACTA Marine seen in St. Petersburg during windy and snowy conditions on November 7.

Photo : Dirk van Uiter ©

US, Vietnam JV to build container yards in Quang Ninh

Cai Lan International Container Port, a Vietnam-US joint venture, will build three container yards at the deepwater seaport in the northern province of Quang Ninh in December. With the construction of these yards, the port is expected to raise its annual capacity to 1.2 million TEUs, including 510,000 TEUs in the first phase, the Dau Tu newspaper reported. The new facilities will start operating in late 2011.

Cai Lan, the first deepwater seaport in northern Vietnam, has a water-line of 13m, a 598m wharf and an 18 hectare container yard. Cai Lan International Container Port is a joint venture between Cai Lan Port Investment JSC and SSA Holdings International-Vietnam, an affiliate of the US Carrix Group. **Source: cargonewsasia**



Now a familiar sight on the Clyde with animal feed cargo's are the bulk woodchip type of bulker. The **GRANDIS** is typical of the high side style of these ships with deck hoppers and cranes on deck.

Photo : Tommy Bryceland, SCOTLAND (c)

MOL adopts low-friction ship bottom paint on a new PCTC

Mitsui O.S.K. Lines, Ltd. announced on Monday the adoption of the low-friction ship bottom paint named "LF-Sea" developed by Nippon Paint Marine Coatings Co., Ltd. on a new building PCTC (Pure Car and Truck Carrier). In sea trial of the vessel using the new paint, tests confirmed that it improved fuel efficiency, which in turn reduces CO2 emissions from the vessel, MOL press release said.

Vessel hull's friction drag is the greater part of resistance in the sea water. Reducing the friction drag is a very effective way to reduce CO2 emissions during vessel operation. MOL has taken a proactive stance in developing and adopting a low-friction ship bottom paint as part of its environmental initiatives.

Car carrier **Neptune Ace** (capacity: 6,400 units of standard passenger cars) built by Minaminippon Shipbuilding Co., Ltd., and completed on October 27, 2010 **LF-Sea**, developed by **Nippon Paint Marine Coatings**, uses a component called hydrogel, which is a naturally derived material. The hydrogel allows water to fill in small indentations on the hull to minimize friction drag. LF-Sea can realize about 4% reduction in fuel consumption compared to an identical vessel using conventional bottom paint. Reducing the consumption of heavy fuel oil by 4% ensures a decrease in CO2 emissions at the same rate.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 316

MOL continues joint research and development on an ultra-high fuel efficient ship bottom paint with the aim of further CO2 reduction with Nippon Paint Co., Ltd. (headquarters: Osaka; President: Kenji Sakai) and Nippon Paint Marine Coatings Co., Ltd. The companies will strive to further improve LF-Sea paint with the goal of reducing CO2 emissions by 8% to 12% compared to conventional anti-fouling paints. MOL believes the performance assessment on the new building PCTC will serve as a benchmark for the development on an ultra-high efficient ship bottom paint. Mitsui O.S.K. Lines, Ltd., a Japanese transport company headquartered in Toranomon, Minato, Tokyo, was founded in 1964. The company's main area of operations is international shipping. **Source: mol.co.jp**



Iskes **ARION** seen arriving back in IJmuiden after a maintenance period at the **Visser shipyard** at Texel where the thrusters of the tug were changed, due to this change of thrusters the **ARION** the bollard pull is increased to 45 ton !

Photo : Marcel Coster (c)



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Bangladesh plans to develop dredging industry

Bangladesh has made rapid stride in the shipbuilding sector and we are now building small ships for the foreign countries. With the proper implementation and regulation of R&D, QC and safety measures, this sector could brighten

up the economics of the nation. The report quoted an expert as saying that "It is time we paid attention to the building of dredgers in this deltaic region, where more than 300 rivers bring down about two billion tonnes of silt every year. Our IWT sector was neglected so long and it is a drain on foreign exchange to buy readymade dredgers from abroad when we have plenty of cheaper labour available locally." It added "Technical collaboration should not be a problem. We have plenty of coal, but its exploitation and use are not smooth. After the first phase, we should be able to export dredgers also." **Source The dailystar**

BOLLARD PULL CAPACITY OF FAIRMOUNT SHERPA AND FAIRMOUNT SUMMIT INCREASED



FAIRMOUNT MARINE is pleased to announce that the bollard pull capacity of **FAIRMOUNT SHERPA** and **FAIRMOUNT SUMMIT** has been increased. Both vessels recently finished their first special survey and consequently a new bollard pull test was performed. The new bollard pull of **FAIRMOUNT SHERPA** is 208 Tonnes bollard pull, which was first 200Tbp. The new bollard pull of **FAIRMOUNT SUMMIT** is 204 Tonnes bollard pull, which was first 198Tbp. The vessels are certified accordingly with their new increased bollard pull capacity. This proves again that the investments undertaken by **FAIRMOUNT MARINE**, such as keeping a good high maintenance program in place, even in economical difficult times, and only putting high

skilled personnel onboard the **FAIRMOUNT CLASS TUGS**, pays off! With these investments we remain ready, at all times to meet the highest demands in performance, safety, quality and services set by our Clients world wide.

Shipping Corporation to add 29 vessels by 2012

Shipping Corporation of India (SCI) will add 29 vessels to its fleet by 2012, entailing an investment of over Rs 6,000 crore, the government said yesterday. The acquisition is part of the shipping major's ambitious expansion plan under which it will place orders for 33 vessels by March 2012. "The ships being acquired by SCI would be predominantly used for catering to import/export trade of India. Some of the vessels would also participate in global trade depending on opportunities available," Shipping Minister G K Vasan told the Rajya Sabha today. Apart from enhancing the capacity of SCI, the new ships would also replace the vessels scheduled for phase out at the end of their economic life.

As per the 11th Plan vessel acquisition programme, SCI has planned for acquisition of 62 vessels for about Rs 13,500 crore, of which till date SCI has been able to order 29 vessels. Of the ordered 29 vessels, 26 will be delivered to SCI during the next 2 years while it has received the possession of three. The vessels ordered include product tanker, crude oil carrier, bulk carrier, supply carrier, anchor handling vessels etc. SCI at present owns 76 ships of 5.1 million Deadweight Tonnage (DWT), besides manning 60 vessels of 0.2 million tonnes DWT. The present acquisitions would add another 1.7 DWT to the existing fleet. It plans to take its capacity to 12 million DWT by acquiring vessels. DWT is the total weight of the ship, including the cargo, crew and fuel. **Source: PTI**



The **VOLKERS** seen departing from Hartlepool – Photo : Capt. Jan Plug ©

Maersk Line announces Trans-Atlantic rate hikes for 2011

Maersk Line is notifying trans-Atlantic customers of three increases in freight rates the world's largest container ship operator is planning for 2011 on that trade lane. Maersk is "pre-planning" increases of \$300 per container, whether 20 or 40 foot, on April 1; \$300 per container on July 1; and a third increase on Oct. 1 of an amount that will be determined by what happens in the market next year. The size of the rate increases is approximate. "We might have to adjust them when we get closer to the specific dates, but these are our best indications at this stage," said Soren Castbak, Maersk Line's senior director of network and product for trans-Atlantic services.

The increases will apply to all cargo transportation in both directions between ports in North America, North Europe, the Mediterranean and the Black Sea. The move is similar to the three rate increases Maersk pre-announced in the fall of 2009 for 2010. "Many customers have come to us in meetings earlier this year and said 'we would like to have some kind of guidance again for the following year,' so they could include it in their budgeting," Castbak said.

Castbak said Maersk will seek the increases to cover the costs of repositioning containers that have been left stranded on the North American side of the Atlantic by the imbalance in the trade and by the increases in the cost of chartering ships. Source: joc.com

SCHEDULE (WEATHER PENDING) FOR THE TRANSIT OF THE DISNEY DREAM FROM PAPENBURG



QUEEN OPENENED RENEWED SCALDIA HARBOUR IN VLISSINGEN-OOST



Earlier this week **Queen Beatrix**, Queen of the Netherlands, opened the renewed **Scaldia harbour** in Vlissingen Oost, This event was support by a show given by several tugs of **MULTRASHIP** as can be seen at the photo above

Photo : Wim Kosten – www.maritimephoto.com (c)

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OLDIE – FROM THE SHOEBOX

Bermudians' close call with U-Boat terror

New research shows how close Bermudians came to being sunk



ss MATAROA

A large contingent of Bermuda's World War II soldiers were almost wiped out by Germany's deadliest U-Boat commander — before they even reached England. Many of the heroes who will be honoured, as we pay tribute to our war veterans, might never have made it to Europe at all.



New research by former Police Commissioner **Jonathan Smith** — who is publishing a book based on the letters of his grandfather **Major Toby Smith** — shows how close our troops came to disaster on the journey from Bermuda to England.

The **SS Mataroa** — the ship that carried a 21-strong Bermuda contingent from St George's harbour to England in 1940 — was part of a 40-vessel convoy. Just days from their destination, they were attacked by a German U-Boat. The ship next to theirs — a cargo vessel called the **SS Humber Arm** — was torpedoed and sunk.

Bermuda veterans on board, including **Major Smith**, well-known Cup Match historian **Tommy Aitchison** and **George Fisher** have given first-hand accounts of the attack. Mr. Smith's research now reveals that the U-boat captain who fired on the fleet was a deadly German commander (fregatten kapitan) called **Otto Kretschmer** (nick name "**Silent Otto**") — **Photo left**

"**Toby** and the remainder of the **Bermuda Volunteer Rifle Corps** contingent were just one ship or one torpedo away from falling victim to the best German U-Boat commander of World War Two," said Mr. Smith. He traced the story of the demise of the **Humber Arm** and discovered its place in history as one of the victims of a commander who earned a reputation as the deadliest U-boat captain in Germany. The U-Boats — German submarines known as 'iron coffins' because of the high death rate of the crews and their reputation as the deadliest weapon in the German fleet — hold a macabre fascination for historians.

A list of '**Aces of the Deep**' records by 'tonnage sunk' the most 'successful' U-Boat commanders. **Kretschmer** sank a record 47 ships (273,043 tons) in a remarkably short career. He commanded three U-Boats during the war; **U-35**, **U-23** and **U-99** — the submarine that sunk the **Humber Arm**.

He was pulled out of the water by the British after scuttling his submarine under heavy counter-fire after a failed attack in March 1941 and lived out the rest of the war as a POW. But his reign of terror could have ended on that July day when his boat encountered the Bermuda ship, as it approached the English coast.

"Following the U boat attack, the Type VII B **U 99** was pursued for 14 hours by Royal Naval vessels and 107 depth charges were dropped but **U 99** survived them all with no damage," writes Mr. Smith in his book. Mr. Smith's grandfather was ultimately killed in action in Overloon, Holland in 1944. He left behind a treasure trove of letters to his wife and family which form the basis of the book. A prodigious and eloquent letter-writer **Major Toby Smith** sent weekly dispatches to his wife, recording life at war in great detail. This is how, in one of his first letters home, he described the U-Boat attack:

"When we were about five days out from England, I came off the late gun crew watch and got into bed about 12:30 am and so was sound asleep, when I felt myself almost lifted out of my bunk. I had been asleep so soundly I couldn't for the life of me think for a minute or two. Then I realised that a submarine was at work. He sank the ship right next



to us. Then the fun started—we all (that is all the ships, 41 of them) went like hell in every direction while destroyers charged back and forth dropping depth charges like mad.... it was pretty exciting and I loved the fun... As far as I know, the crew of the ship sunk was saved, but it was very tragic to see a fine ship going down."

In an interview with **Mr. Smith** earlier this year, **Tommy Aitchison** added this account:

"It was just after dawn one morning. An enormous

explosion jarred us awake. The concussion felt as if it had blown every plate off our ship. Disentangling ourselves from our bedding (we had to sleep fully dressed, including boots) we ran up on deck. Our faces were so white, they looked bleached. If anyone wasn't entirely sure before, we now realized we were at war."

He remembers the spectacular counter-offensive from Royal Naval destroyers. "They unleashed a barrage of depth charges of such violence that if a submarine was down there it could not possibly have survived. There were no more torpedoes."

*On the night of the 16th/17th March **U-99** had just sunk **MV Korshamn** with the last of her torpedoes when the Watch Officer saw a destroyer. He immediately ordered a dive, but once the boat was under it was quickly fixed on ASDIC and attacked by **HMS Walker** - and old WWI destroyer - and **HMS Vanoc**. **U-99** was driven deep by the attack and severely damaged. **KL Kretschmer** had no choice but to surface. As **U-99** did so he ordered the boat*

scuttled. As **Walker** was seen to be lowering a boat and **U-99** had not yet gone down, the chief engineer **LI OL Gottfried Schroeder** went back into the boat and ensured it went down, costing him his life. 40 crew including **KL Kretschmer** were rescued to become POWs, while 3 crewmen lost their lives including a commander in training, **KK Horst Hesselbarth**.

Despite **Mr. Aitchison's** belief that the U-Boats had not survived the counter-attack, **Mr. Smith's** research shows that they did. It is likely, says the writer, that many of the soldiers on board the **SS Mataroa**, never had any idea of the formidable enemy they escaped that day. "None of them knew, until my research into Toby's war time experiences was completed, just how close the margin of survival was that morning," he added. Source : **Bermuda Sun**

.... PHOTO OF THE DAY



The **ATLANTIC OCEAN** seen anchored off Guayaquil, Ecuador on the 10th of November 2010.

Photo : **Ronald de Bloeme (c)**

De Kerstkaarten van de KNRM zijn weer te koop via <http://kerstkaarten.knrm.nl>

In eerste instantie zijn ze natuurlijk bedoeld om uw wensen voor de kerstdagen en het nieuwe jaar aan uw familie, vrienden en bekenden over te brengen. Door kerstkaarten van de KNRM te bestellen steunt u echter ook direct het reddingwerk langs de Nederlandse kust. En u helpt om de KNRM bij een grotere groep mensen bekend te maken. Het formaat van de kaarten is 13,0 x 16,5 centimeter.

De KNRM-kerstkaarten kosten € 8,50 per dozijn (12 stuks), inclusief de enveloppen en de kosten van verpakking en toezending.

Plano (ongevouwen) kaarten

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 316

Bedrijven of organisaties kunnen de kaarten ook ongevouwen bestellen, zodat men ze kan laten bedrukken met een passende tekst. Gelieve bij de bestelling duidelijk het vakje PLANO aan te kruisen. Het bedrukken van de kaarten met een eigen tekst dient men zelf te verzorgen. De kaarten worden MET een zogenaamde vouwriil geleverd.

**Houd u rekening met een levertijd van drie weken.
Bestel dus vóór 1 december 2010 om verzekerd te zijn van een tijdige levering.**

Naast de kerstkaarten is er voor het jaar 2011 ook weer een mooie kalender te bestellen voor € 7,50. Kijk op <http://kerstkaarten.knrm.nl> voor deze kalender, het KNRM vlaggetje, het jubileumboek "Buiten Beeld" en natuurlijk de kerstkaarten.