

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 317



Number 317 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Saturday 13-11-2010**

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

stevedoring & warehousing		<p>INDUSTRIAL BREAK BULK PROJECT CARGO HEAVY LIFTS UP TO 1500 M/TONS</p> <p>ISPS CERTIFIED</p>	
SHORECRANES UP TO 208 M / TONS			
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Above seen the loading of the SWIFT 10 onboard the TEAL offshore Batu Ampar (Indonesia)

Photo : Wim Hermans – Swift Drilling (c)

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The **DOLFIJNGRACHT** seen in Brisbane (Australia) – Photo : Capt Fred Eversen – Master Amsterdam (c)

RUSSIAN NAVY CAPTURES SOMALIAN PIRATES

Note : OLD VIDEO recording !!

http://www.youtube.com/watch?v=TruV3sxS9Zw&feature=player_embedded#!

All explanations are in Russian with a single exception of when a wounded pirate says something in English and the Russian soldier says "This is not a fishing boat." All conversations between the commandos are in Russian. If you don't understand Russian, the pictures speak for themselves. The Russian Navy Commandos moved the pirates back to their own (pirate) ship, searched the pirate ship for weapons and explosives, and then they left the ship and exploded it with all remaining pirates hand-cuffed to it. The commandos sank the pirate ship along with the pirates

and without any court proceedings, lawyers etc. That is, they used the anti-piracy laws of the 18th and 19th centuries where the captain of the rescuing ship has the right to decide what to do with the pirates.



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Dear Readers,

With excuses for the quality of yesterdays newscippings, most probably something went wrong when converting into PDF (wrong settings), this in view of quickly changing the newsletter on the very last moment before sending out, to insert the latest photos received of the accident with the Fairplay 22 off Hoek van Holland

Dry bulk market still on a freefall

The dry bulk market failed to show any signs of life this week, with the Baltic Dry Index (BDI) still being on the red, now stretching more than 11 straight losing sessions. As of yesterday, the BDI stood at 2,366 points, losing 3.59% from the previous day. All of the various ship segments were on the red, but the main reason for this plunge has been the capesize sector, whose demise doesn't seem to be over yet. The Capesize Index lost another 4.82% yesterday, thus bringing the whole market down again. As for the Panamax market, which could sail forward on the back of increased coal trade, such a trend has yet to be materialized. In terms of the Panamax market, shipbroker Fearnley's noted that it had a slow start to the week, but it is showing signs of a slow firming up in both hemispheres. "The continued Chinese appetite for coal keeps the Pacific strong with Pac rounds fixed in region 22/23k for N.China delay. With the weaker Atlantic market the backhaul rates have increased with approx usd 1000 in one week. In the Atlantic we also see more coal and grain cargoes for end Nov/early Dec dates - however number of available ships outnumbers the cargos for now and Tarvs are fixed in the 16/17k region while its rumored one fhaul at 30k+. The period market has been slow with little reported, but the interest is back for same" said the broker's latest weekly report.

As for the Capesize market, it described its condition as slowly but steadily softening, as demand just about fails to match supply on the main routes. "With Brazilian miners absent from spot market since some time, ballasters from F.East struggle to maintain levels on the Tubarao/China trade. The N.Atlantic market, however, seems to live a life partly of its own as early Cont/Med tonnage is tight. Australian miners are busy picking prompt ships for the W.Austr/China trade - levels nevertheless softening gently and average earnings for Pacific rounds coming in at usd 34.5k, down some 10% w-o-w. Period activity low as paper have failed to give support, and limited to short duration only - notable fixtures including 18k dwt/built 2010 done for 4-6 months at usd 37750 basis prompt delivery in China, also 176k dwt/ built 2010 for 4-6 months at usd 36k basis prompt delivery in S.Korea" said Fearnley's.

Meanwhile, in its third quarter report issued this week, Knightsbridge Tankers commented on the dry bulk market, by saying that in spite of a net fleet growth of 11.8 percent (55.8 million dwt) the dry bulk segment has again surprised on the upside. Iron ore transport to China, which has been the fastest growing sea borne trade the last decade has even experienced a small decline the three first quarters this year compared to 2009. The combination of these two factors should cater for a lower utilization of the dry bulk fleet.

"However, other areas have contributed positively and overall demand has been able to absorb the vast number of newbuildings so far. We would like to emphasize three reasons, A) Strong increase in coal imports to China and India, B) Congestions and C) Chinese coastal trade. The Capesize spot market has experienced a lot of volatility during third quarter. Average earnings have been \$26,233 per day, with a low of \$12,000 per day mid July and a high of \$ 41,000 per day early September. Asset values have softened slightly during the quarter. By the end of September 2010 the value of a five year old Capesize was \$55.4 million compared to \$60.4 million by the end of the previous quarter. Long term time charters are still holding up, one year time charter period is estimated to generate \$30.000 per day for modern tonnage while five year time charter stands at approximately \$27,500 per day" concluded the ship owner.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



Crew of **SMIT TAMOIO** and **SMIT TAPEBA** of Paranaguá harbour Brazil and **Mr. Cor Fontaine**, Corporate Surveyor, SMIT Nederland B.V. 10-11-2010

Photo : José Augusto Timm (c)

Singapore study on impact of ship emissions

The National Environment Agency (NEA) has engaged a consultant to study the impact of emissions from ships that navigate Singapore waters. Although the Republic is one of the world's busiest ports, with as many as 1,000 ships calling at any one time, it is not known exactly how much pollution they contribute, said Mr Joseph Hui, director-general of the environmental protection division of the NEA. So the agency has engaged a consultant to study the impact, the results of which could be released by the end of this year. Mr Hui was speaking at the ongoing Better Air Quality Conference at the Suntec Convention Centre.

Scientists such as Dr Nguyen Thi Kim Oanh from the Asian Institute of Technology have said industry fuel standards around the world lag behind those of the auto industry, for example. This is partly due to the fact that shipping takes

place out at sea, away from populations who can readily see the impact that emissions have on the environment. Most ships run on bunker fuel, which is cheaper than distillate but more polluting, with pollutants such as sulphur.

Source: Eco Business

Carnival Splendor limps into San Diego

Carnival Splendor limped into San Diego and Carnival Cruise Line steeled itself for the inevitable passenger horror stories of where an "at sea" day turned into a nightmare of failed air conditioning, non-working toilets. And hours of waiting on line for a less-than-gourmet buffet of Spam and Pop Tarts dropped from a Navy helicopter.

http://www.youtube.com/watch?v=LSZ7Ys-y4-c&feature=player_embedded

Carnival's Senior Cruise Director John Heald who was on the Carnival Splendor, blogged from the ship:

"There will be those who will say this has been 'the cruise from hell.' However, when you see the local news reporter with the huge hair talking to Mr. Angry remember that there are many many many many more who will tell you what they have been telling me and the crew and that is that Carnival as a company have done everything they can and continue to do so to help them through this difficult situation.

"One thing is for certain though ... I doubt anyone onboard will ever ever want to eat a sandwich ever again." Still unanswered is the question of what caused the fire that broke out in the ship's aft engine room at 6.A.M. Monday. The CoastGuard says that a preliminary investigation has been started and that the fire "was extinguished by onboard ship responders using installed systems. As a result, the ship's generator lost power, disabling the vessel." Least likely cause? The one put forward by various blogosphere nuts who claim to have seen internal Russian security reports that the cruise ship was disabled by an EMP missile fired from a Chinese submarine. Source : MarineLog



At the anchorage of Batu Ampar (Indonesia) Dockwise **TEAL** loaded the **SWIFT 10** and departed last Saturday

Photo : Wim Hermans – Swift Drilling ©

Pirates hijack chemical tanker

The MV **HANNIBAL II**, a Panamanian-flagged vessel, was pirated whilst on route from Malaysia to Suez. Eu Navfor says the 24,105 tonne chemical tanker was carrying vegetable oils from Pasir Gudang to Suez at the time. The master of the vessel reported that he had been attacked and boarded by pirates in an area some 860 nautical miles east of The Horn of Africa which is considerably closer to India than it is to Somalia. The Tunisian owned MV **HANNIBAL II** has a total of 31 crew on board. This number consists of 23 Tunisians, 4 Filipinos, 1 Croatian, 1 Georgian, 1 Russian and 1 Moroccan. The registered owner is Polo Navigation and the manager is Gabes Tankers. Source : MarineLog



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JUMBO VISION ARRIVED IN SINGAPORE



The **JUMBO VISION** arrived in Singapore loaded with the **Huisman** built **MPT installation** for the **BULLY 2**, upon arrival 2 sheerlegs offloaded the installation at the Keppel shipyard on Gul road as can be seen below.



left seen the offloading by the 2 **Asian Lift** sheerlegs



The **Huisman** installation team, good job guys!!

Yacht seizure off Somalian coast

A maritime security alert has been issued following the emergence of further details on a yacht incident off the coast of Somalia. Two South African nationals are reported to have been taken hostage and brought ashore after their yacht was seized in the Indian Ocean several days ago. A third national managed to resist being taken ashore and escaped before being rescued by an EU patrol boat. The yacht was abandoned shortly afterwards.

The identity of the captives will not be publicly released until their next of kin are informed. Rumours have circulated that they were the wife and child of the escaped captain but this has not been substantiated as yet.

Earlier reports had suggested that the escapee had in fact been shot dead, highlighting the difficult reporting environment in the area. What can be concluded is that all vessel types are at risk of attack. The recently released [Samho Dream](#) illustrates that the largest of ships have been attacked and seized, while the capture of several yachts over recent years shows that the smallest of ships are also attractive targets.

Meanwhile the Saudi authorities have ratified an agreement to combat sea piracy in the Gulf of Aden and the western Indian Ocean. The agreement provides for co-operation among signatory states for the repression of piracy among signatory states. Increasing assistance of regional states will likely provide greater logistical support to the anti-piracy operation, but in reality a resolution of a myriad of problems on the land will need to be addressed if the piracy problem is to be effectively tackled. **Source:** [marinelink](#)

SALVAGE OPERATION FAIRPLAY 22

On Nov 11, 2010, at 4 p.m. the [Fairplay 22](#) capsized off Hoek van Holland, about 100 metres from the "splittingsdam". The tug was about to assist the arriving [Stena Britannica](#) towards her berth at the Stena Terminal in Hoek van Holland. The accident happened in rough sea.



Photo : Frans Sanderse ©

3 crew members were rescued by the pilot tenders based in Hoek van Holland, furthermore the Rescue Center at IJmuiden mobilised the lifeboats from Hoek van Holland and Ter Heijde as well as a NOGEPA Offshore SAR helicopter and a Coastguard plane to search for the missing 2 crewmembers. Also several other craft were involved, yesterday morning at the beach of 's Gravenzande the body of the Ch. Engineer was found whilst the teams were still searching for the last missing person, the captain of the tug.



Photo : Jan van der Klooster ©

The sheerlegs **TAKLIFT 7** was mobilised from Rotterdam Waalhaven en commenced with lifting and turning the ill-fated tug



Left the slings seen connected

Photo top : Jan Oosterboer ©

At this point of time, the exact circumstances of this accident are still unknown. Local authorities have started an investigation. The ASD-tug **FAIRPLAY-22** has been built in Spain in 1998 and is stationed in Rotterdam, Antwerp or Hamburg, where she serves as harbour and coastal tug. A FAIRPLAY team is on site to coordinate the rescue and salvage operation jointly with the Authorities and Salvage Experts.

Our prayers will continue for the safe recovery of the last missing crew member and for the rescuers working to save him



The liferaft which was blown ashore at the Noorderpier near the "seinpost"

Photo : Kees Schaap ©



NAVY NEWS

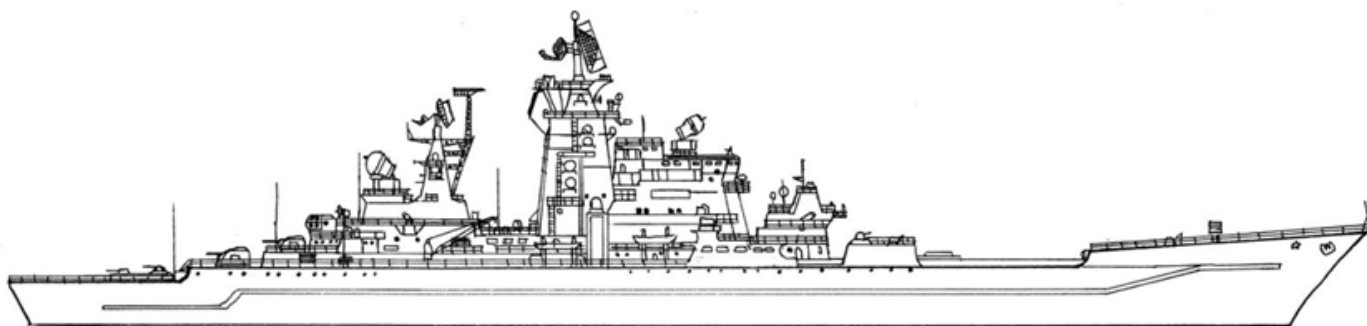


Above seen **HMS Kent F78**, Type 23 Duke Class Frigate inbound, passing under the Forth Road Bridge for DM Crombie, R.Forth, Scotland on November 3rd 2010 - **Photo : Iain Forsyth ©**

Nuclear cruiser to be modernized in 2011

The Sevmash shipyard in Severodvinsk reports that modernization of the nuclear cruiser "**Admiral Nakhimov**", one of Russia's largest naval vessels, will start in 2011. The cruiser was taken into service in 1988. In 1999 it moored at Sevmash for repairs, but because of lacking financing, the repairs were never completed.

According to General Director at Sevmash Nikolay Kalistratov, the Russian state has allocated the funds for the modernization, and the vessel could be ready to be put back in service in 2012, ARMS-TASS reports. In 2009 Kalistratov estimated that a full modernization of the cruiser would cost around RUB 20 billion (app. €455 million).



Drawing : Piet Sinke

Today, Russia has only one nuclear powered battle cruiser, the "**Pyotr Veliky**", based in the Northern Fleet. This vessel was taken into service in 1996 and is today considered to be the fleet's flagship. In September 2009 Deputy

Minister of Defense Vladimir Popovkin said in an interview that Russia needs a renovated fleet of surface vessels, and that the nuclear powered cruisers were subject to reconstruction programs that were being developed. **Source :** [BarentsObserver](#)

PLEASE MAINTAIN YOUR MAILBOX, DUE TO NEW POLICY OF THE PROVIDER / SERVER YOUR ADDRESS WILL BE "DEACTIVATED" AUTOMATICALLY IF THE MAIL IS BOUNCED BACK TO THE SERVER DUE TO "MAILBOX FULL"

Stephen Smith anchored on submarine building program

THE government remains committed to building 12 submarines in South Australia, Defence Minister Stephen Smith says. Mr Smith told a Submarine Institute conference in Perth that the decision, announced in the defence White Paper, was a defining element of Australia's future defence. While some analysts have argued Australia should opt for a smaller force or buy submarines "off the shelf" from Europe, Mr Smith said the government was committed to delivering an expanded submarine capability.

The Asia-Pacific was critically dependent on seaborne trade, Mr Smith said, and with more than 70 per cent of Australia's exports and imports transported by ship, and minerals and petroleum industries dependant on the security of maritime trade routes, a potent and credible navy was important to the nation's economic prosperity. The major North Asian economies relied heavily on imported energy and resources that passed through Southeast Asian and Indian Ocean sea lanes. "It is vital for trade, investment and prosperity purposes that these sea lanes be protected from potential threats such as piracy or maritime terrorism, and that any maritime disputes be settled peacefully and in accordance with international law," Mr Smith said. "Submarines continue to provide a means for Australia to defend our maritime approaches, if necessary at considerable distance from our shores." **Source :** [The Australian](#)



Op het Marinebedrijf te Den Helder is in het kader van een levensverlengend onderhoud bij [Hr. Ms. van Speijk](#) op woensdag 10-11-2010 de mast van het schip af gehesen. Binnen enkele maanden zal er een nieuwe mast geplaatst worden die zal zijn voorzien van oa de laatste radartechnologie.

Photo : Ron Damman ©

SHIPYARD NEWS



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The platform **PAULINE** and seen in the drydock the **MEDITERRANEN SEA** at Scheldepoort (Vlissingen –Oost)
Photo : Bewaking Vlissingen Oost ©

Seadrill orders two drillships at Samsung

Seadrill reports that it has entered into a turnkey contract to build up to four new ultra-deepwater drillships at Samsung Heavy Industries, South Korea. The first two drillships are firm orders with deliveries set for the first and second quarter 2013.

Seadrill says the total project price per rig is estimated to be less than \$600 million, which includes a turnkey contract with the yard, project management, drilling and handling tools, spares, capitalized interest and operations preparations.

In a regulatory filing, Samsung valued the contract for the first two ships at \$1.08 billion. The contract further includes a fixed price option, to be declared during the first quarter 2011, for further two drillships. The dual derrick drillships are of an improved design compared to the three previous drillships Seadrill has taken delivery of from Samsung, with further enhanced capacity related to water depth, technical capabilities as well as increased accommodation capacity.

The new dynamically positioned drillships will be capable of operations in water depths up to 12,000 feet with a hook load capability of 1,250 tons, suiting them for operations in challenging areas such as the Gulf of Mexico, Brazil and West Africa. The drillships will be the first newbuilds to be outfitted with seven ram configuration of the BOP (Blow Out Preventer) stack. Seadrill says its decision to add another two ultra-deepwater newbuilds to the existing fleet is based on the continued strength of the offshore drilling market, the return that these investments are expected to deliver and the financial flexibility generated by the company's contract backlog. Ordering new drillships is considered financial superior to other alternative investments.

Alf C Thorkildsen, Chief Executive Officer of Seadrill Management AS, says: "Our commitment to establish Seadrill as a leading drilling contractor through investing in new high specification offshore drilling units built by quality yards has been well received by our customers and investors. With the most modern drilling fleet in the world and a total contract backlog of \$11.5 billion, we have created a solid platform for further growth and a continued high return to our shareholders. These orders confirm our positive view on the market outlook as well as our good experience with this design and the Samsung shipyard." **Source : MarineLog**

Ukraine's shipbuilding industry posts a 19.3% growth in Jan-Sept, to about \$300m

The volume of production generated by shipbuilding enterprises of Ukraine in January-September 2010 rose 19.3% from a year earlier, to UAH2,373,300,000, or about \$300 million, the Ministry of Industrial Policy of Ukraine reports.

Among the leading shipbuilding companies who boosted nine-month output are listed SJSH Company Chernomorsky (Black Sea) Shipyard, JSC Shipbuilding plant Zaliv, Pallada (Pallas) Shipyard, SE Gas-turbine production Zorya-Mashproekt, JSC Plant Equator, JSC Plant Fiolent, and JSC SIC Kiev Automatics Plant of Petrovsky.

During the reporting period the shipbuilding companies have constructed and delivered to customers 24 vessels and floating facilities worth \$161.2 million, 15 ships where handed over to domestic customers and 9 – to shipowners in Norway and the Netherlands. The enterprises have repaired 156 vessels for \$135m.

This year the country's firms bagged shipbuilding contacts for 28 vessels worth \$609.3 million (19 vessels for domestic customers, 9 - for foreign customers). **Source : PortNews**

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Almaz Shipyard to launch new ship, built for Vietnam

JSC Shipbuilding Company Almaz (St. Petersburg) will launch in the next few days a ship of the project 10412, built under the contract with Vietnam. On Wednesday, the vessel was moved to Dock-423, the company's press release said.

In summer 2009, two vessels of the project were laid at the shipyard and have been delivered to the customer in Vietnam. JSC Shipbuilding Company Almaz is located in central St. Petersburg on Petrovsky Island, in close proximity to the Gulf of Finland. Modern slip docks allow the shipbuilding firm to produce a full cycle of ship construction in the shop. Besides, the enterprise provides all kinds of repair and ships upgrade services. **Source : PortNews**

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COSCO in talks to invest in container port in Taiwan

China Ocean Shipping (Group) Co or COSCO, parent company of China COSCO Holdings Co Ltd, yesterday said that it is in talks to invest in a container port in Kaohsiung, Taiwan, sources reported. According to the report, the port was jointly developed by Yang Ming Marine Transport Co and the island's government. The deal, which is still subject approval from the island's government, may become the first mainland enterprise investing in Taiwan's port industry. Wei Jiafu, president of COSCO, revealed that COSCO Pacific and Yang Ming Marine Transport will jointly run the port, if the deal is reached, but he adding the negotiations have yet reached any agreement. Yang Ming Marine Transport said in October that it received proposals from COSCO and China Merchants Group to acquire a 40% stake in the port, whose investment was NT\$19 billion. **Source: China Knowledge**



The **SWIBER MARY ANN** seen in the Singapore Straits yesterday – **Photo : Piet Sinke ©**

Seaspan forecasts less profitable 2011

US-listed shipowner Seaspan Corp. expects next year to be less profitable for container ship operators, but 2013/14 will be better with fewer new ships coming on stream and as the global economy recovers, its chief executive said. Gerry Wang said Seaspan, which generates its income from long-term leases of container ships to Chinese and Japanese operators, is looking to buy new ships. 'We are looking at some opportunities,' he told Reuters on the sidelines of an industry conference in this southern Chinese city.

'We have not ordered new ships for the last two years,' said Mr Wang. Seaspan was listed in New York in 2005 in the largest shipping IPO in North American history, raising US\$750 million. 'The container shipping market ahead is pretty stable; 2011 will be a decent year, probably not as profitable as 2010, which is exceptional,' he said. '2013- 14 will be quite exciting.' The global container industry's recovery in 2010 has been stronger than expected, helped by buoyant regional demand and ship operators' moves to support freight rates by slow steaming, delaying delivery, taking spare capacity out of the market and idling the ships. **Source: Reuters**

Helicopter pilots fly dry

PronovaCT are happy to have received an order from Wiking Helikopter Service, based in Wilhelmshaven Germany, a specialist for flying in the North and Baltic Sea for 30 years. Since their foundation their tasks include not only the Sea-Pilot transfer in the North Sea, but also transportation of personnel and material to off-shore installations (oil rigs, wind-power-plants) as well as ambulance flights and Executive Flight Operations.



Wiking Helikopter Service have now decided to provide their pilots with the established and state-of-the-art Pronova-CT Top Trock drying systems; all in all they ordered the systems to dry 12 helicopter suits, thus making sure that the costly gear is always maintained to the highest possible level by drying them efficiently from the inside as well as outside.

This is done by hanging the suits over the form-fitting stainless steel

hangers which have nozzles in them and thus directing the drying air automatically to the hardest-to-access places, such as shoulders, armpits, back etc.

With the drying systems making sure that the expensive pilot suits are properly dried at all times the gear's lifetime is prolonged considerably which in turn means a saving in purchasing costs. Apart from the economic side it is also a motivational factor for the crew if they always work in dry and well maintained gear, which in turn leads also to fewer sick leaves and a very positive work environment. Pronova-CT are happy to have been favoured with an order and trust that the drying systems will add to the well-being and efficiency of the pilots on a daily basis.

You would like to find out more? Check out <http://www.pronovact.com/toprocknews.php>

Ship operators fed up with congestion at Sydney container terminal

According to Shipping Australia CEO Llew Russell, there have been serious delays - again - at DP World's container terminal in Port Botany, following the introduction of a new IT system. Russell said that the new IT system appears not to have been trialled in terms of parallel testing, which raises the question of why a new computer system would be introduced during the peak season for containers being imported through Sydney.

"This is the final straw in a long period of serious delays being experienced by our members at DP World container terminal at Port Botany," said Russell. "Members of various agreements registered under Part X of the Trade Practices

Act to discuss these matters collectively but on an individual agreement basis were promised action back in June this year by DP World to ease congestion in Sydney with the commissioning of new cranes that can more efficiently lift containers on and off vessels and following labour discussions. Subsequently Shipping Australia was assured that by the end of August many of the problems being experienced would be resolved, but regrettably the congestion has continued." He added that ship operators are incurring massive fuel bills because of the need to speed up vessels in the hope of returning to some resemblance of their original sailing schedule and to avoid a snowballing effect of delays around the Australian coast and overseas ports, as well as additional costs such as those arising from missing canal bookings. "Constantly, parties to individual agreements are assembling a full record of the extent and cost impact of the delays suffered at this terminal in Sydney and are considering measures to be applied to compensate for the damages being incurred," said Russell. "One measure is the application of a congestion surcharge which, in my view, will undermine the reputation of Sydney ports internationally." He said that while its members are certainly willing to work with all stakeholders in trying to resolve a problem that has now been going on for far too long, Shipping Australia's ability to assist appears to be fairly limited in the current circumstances. **Source: Eye for Transport**



Things looking up at Kingston Container Terminal

MANAGING director of Kingston Container Terminal (KCT) Henry Lee says there are signs that business is picking up at the port, which has seen significant increases in transshipment volumes over last year -- dubbed the worst period in modern shipping. According to Lee, the port last month handled approximately 800 loads more than it did in September. "Things are looking better and we have been blessed again," Henry said while addressing last week's Jamaica Chamber of Commerce Customs Annual Customs Seminar in Kingston. Lee said the positive turnaround began in May, following the significant downturns in that industry in 2009. "I would say that by the end of the month we will be at 6,900 volumes way ahead of last year," he disclosed. He said that inbound domestic cargo also increased over the last four months compared to the similar period last year.

He, however, pointed out that things were still not where they were before the decline. According to data released by the Port Authority of Jamaica (PAJ), transshipment cargo in the June quarter of 2010 was up 14 per cent over last year's levels and resembled levels observed at its peak in 2006. For the year to June 30, 2010, transshipment cargo volumes were up 7.6 per cent, showing that growth in the first quarter of 2010 was marginal. The recovery in volumes does not reflect any new long-term contracts being inked between the managers of KCT and shipping lines but more derived from increased trade activity as the global economy creeps out of the recession. In 2007 volumes declined from 2006 peaks by 2.7 per cent before dropping 8.8 per cent in 2008 from year-earlier levels. But that fall-off surrounded drop in volumes associated with shipping line Maersk's decision to stop using Kingston as its regional transshipment hub in late 2007. The move was part of a reduction the Danish shipping line implemented on its weekly AC1 loop connecting ports in Japan, China and Korea with the Caribbean and Mexico. Then, Maersk also dropped

direct calls to Manzanillo in Panama and instead continued using Balboa, Panama, as a feeder hub to the Caribbean markets.

The PAJ subsequently pushed back the development of the Fort Augusta peninsula in 2009 to 2011, but blamed the recession as the cause. That plan was to include a large-scale freeport facility on the peninsula to provide assembling and duty-free shopping comparable to that which exists in Panama, and would have complemented plans to develop Port Royal as a major cruise ship destination to be interfaced with the Fort Augusta freeport. One other factor contributing to the increase in transshipment activity at the Kingston port in recent months is the commencement of servicing new generation mega vessels -- two of which were received in the June quarter. Lee insists that Jamaica should be the logistic centre for the world because of its excellent location. According to him, if a circle is drawn around the region going through Puerto Rico and Columbia, etc, Jamaica would be exactly in the middle. "The major shipping lines are aware of this and in this time of high fuel prices, Jamaica's position at the centre of the network had the potential to make it the logistics centre for the world." Meantime, he said that due to the foresight of the port Authority, the KCT will be ready when the Panama Canal is widened in 2014. **Source: Jamaica Observer**



Swiber Holdings Limited has announced the delivery of the **Swiber PJW3000**, a 3,000 tonne derrick pipelay barge, at the ASL Marine shipyard in Singapore. Raymond Goh, Executive Chairman of Swiber, said: "The delivery of **Swiber PJW3000** marks a major corporate milestone for Swiber. Jointly owned with our partners, Siva Group and Maas Capital Investments BV, we are proud to have one of the largest derrick pipelay barges in the Asia-Pacific region."

With an overall length of 170m, PJW3000 has a lifting capacity of 3000 tonnes, can lay pipe of up to 48in diameter and has accommodation for 300 men.

Photo : Piet Sinke ©

Two Suisun Bay ships to be recycled at Mare Island

The U.S. Maritime Administration has awarded two contracts for a total of \$3.1 million to Allied Defense Recycling of Petaluma, California, to clean and recycle two Suisun Bay Reserve Fleet ships, the **SS Solon Turman** and the **SS President**. The two ships are scheduled to be towed from Suisun Bay to the former Mare Island Naval Shipyard facility in December.

The award is the first made to Allied Defense, which has long been trying to resurrect Mare Island's closed dry docks.

The two Suisun Bay ships could be delivered to two of the former naval shipyard's dry docks as early as next month. But the Mare Island Strait must be dredged first. The Reporter, Vacaville, Calif., quotes Jay Anast, Allied Defense Recycling business operations director as saying that dredging will begin soon after the San Francisco Bay Conservation and Development Commission grants a project permit,

The Reporter says the company received its overall environmental permits in recent months. It also signed a lease with dock owners Lennar Mare Island in August, and was qualified to bid on ship recycling contracts at the end of September. The Maritime Administration offered Allied Defense Recycling a "no-bid" contract, citing delays and funding issues in its partnership with a Bay Area ship-cleaning facility that prepares ships for dismantling outside the area, according to The Reporter. "The Obama Administration is running full-speed ahead in its commitment to cleaning up the Suisun Bay Reserve Fleet," said U.S. Transportation Secretary Ray LaHood. "These contracts will help the local economy while advancing our mission of maintaining the Fleet in a safe and environmentally-sound manner."

In October 2009, the Obama Administration called for expedited cleanup of the fleet site and improved protection of the unique marine environment and surrounding bayside communities, setting a goal of removing 57 ships by September 30, 2017. Eleven ships were removed in the past year, surpassing the planned schedule of removing 10 ships in 2010.

"This is further evidence of our commitment to clean up Suisun Bay," said Maritime Administrator David Matsuda. "The Mare Island recycling facility will bolster our efforts to remove obsolete ships and reduce environmental risks to the Bay." MARAD currently cleans the hulls of obsolete ships before towing them nearly 5,000 miles through the Panama Canal to recycling facilities on the Gulf of Mexico or Atlantic coasts. Using the former Mare Island Naval Shipyard site will enable the ships to be recycled while avoiding the lengthy tow to ship recyclers in other areas.

In the past MARAD has sent ships for disposal to recyclers as far away as the U.K. provoking protests and headlines about "ghost ships" and "toxic ships." [Source : MarineLog](#)

Mercurius Group generates new concept of inland cargo ship

The Mercurius Shipping Group, located in Zwijndrecht, Netherlands, launched a new concept for an inland waterway vessel, called the "**M-factor**". The vessel is powered by Volvo Penta marine diesel engines both for propulsion and bowthruster.

The ship measures 279 x 31.4 ft., and has a load capacity of 1500 tons, which is in fact a "small" ship nowadays but with an exceptional big cargo hold. Due to the size of the ship and the limited heights, it can sail in almost all European inland waterways. Since it is developed mainly to go to the smaller channels and rivers they will use the Volvo Penta D16-750 hp as propulsion engine, which is quite unique for this size of ship which normally would be equipped with at least 1.000 hp.

The yard has been searching for the most fuel efficient engine at part load. In this application of cyclic operation this is valid for at least 80-90% of the running time. The Volvo Penta D16 is especially on part load outperforming the competition in this range of power and therefore selected as main propulsion engine.

To make the ship even more clean in emissions, the engine will be equipped with the STT Emtec SCR and POC system as a standard even though it is still not required by legislations. By this SCR system the NOx is even further reduced by 70 to 90% and the POC filter reduces the PM with another 40%. The prototype will be built at the own yard of Mercurius Shipping in Begej and will be ready in May 2011.

The plans are to build at least 4-6 ships yearly, depending on the success of this model. The contract for the second ship has already been given to the Volvo Penta Center Terlouw in Rotterdam. They will deliver the main propulsion engine D16-750, Twin Disk gearbox TD-5170 and SCR system as a complete package towards the Mercurius Shipping Group. Besides the Volvo Penta D16, a Volvo Penta D12-400 will be installed as a thruster engine. The thruster will be delivered as a complete package including engine from the local OEM Verhaar thruster systems. [Source: marinelink](#)

Merger of ports of Kotka and Hamina

At a meeting on November 8th, the City Councils of Kotka and Hamina endorsed the merger of the port companies of Kotka and Hamina. The new HaminaKotka Satama Oy Port will reportedly start operating on May 1, 2011, Port of Kotka press release said.

As a result, the largest general and export port will emerge in Finland's Kymenlaakso region. Among the 250 ports of the Baltic Sea, HaminaKotka Satama will rise approximately to the 15th position and it will be the third largest container port. This merger ensures the competitive strength of the Kymenlaakso route and port operations far to the future. The role of the new port company will strengthen in the Gulf of Finland and the Baltic Sea as well as in transports to and from Russia. Decision-making in the new port supports the industrial and commercial activities of the entire region and makes it easier for companies to establish themselves in the region.

Resources can be allocated to what is essential, and traffic can be coordinated according to the needs of the customers to optimal locations. Kimmo Naski and Jan Gran are reported to be appointed the Managing Director and Deputy Managing Director, accordingly, of the new company. All personnel will be transferred to the service of the new company as old employees. Operations in the Ports of Kotka and Hamina will continue normally until the beginning of May. Information regarding the progress of the matter will be posted on the companies' websites. **Source:** portofkotka.fi

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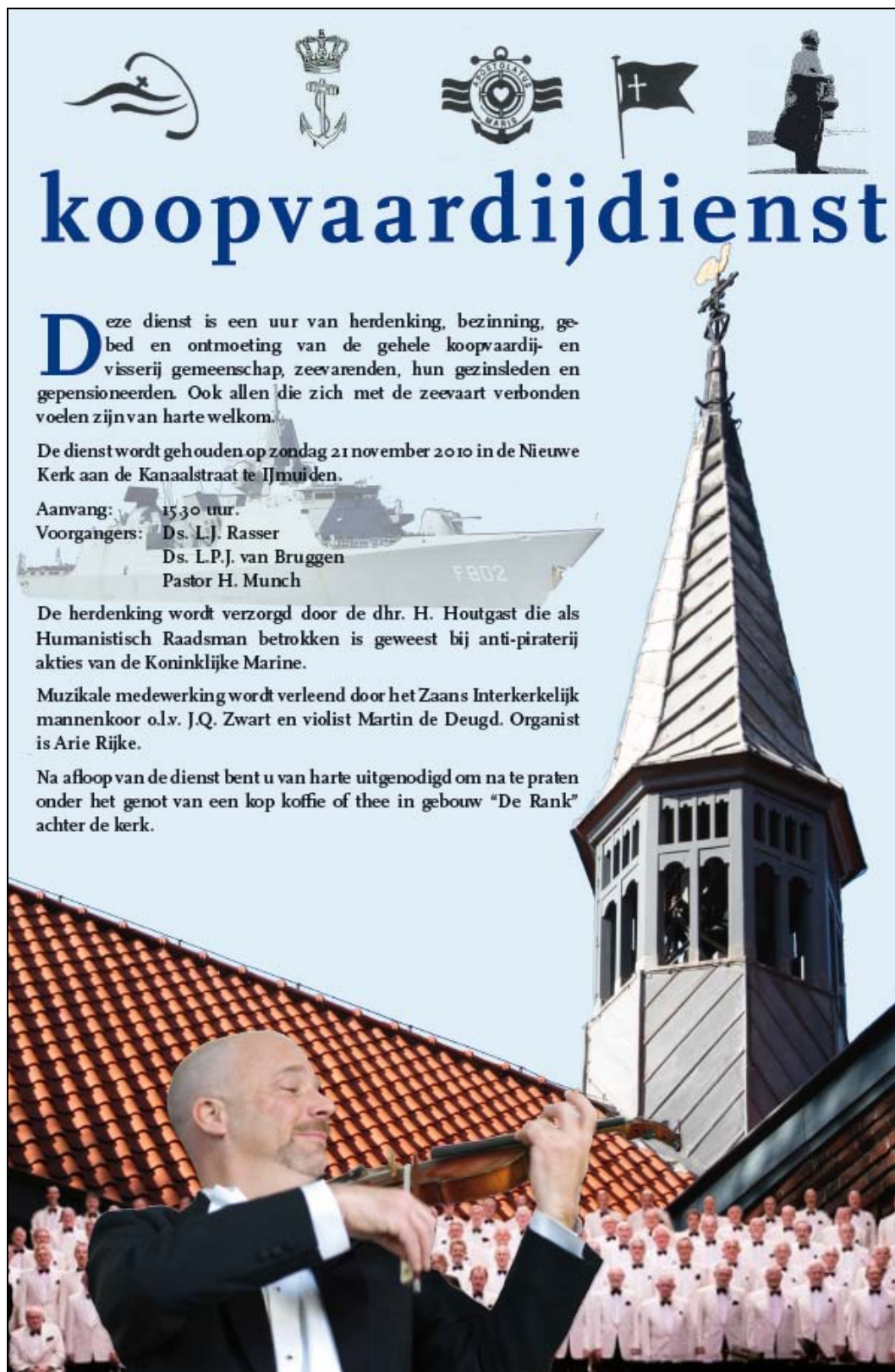
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Buy a share of the Murmansk Port

According to the Russian Ministry of Economic Development, a 20 percent stake of the port will be sold in an auction next year. The auction will be announced before the end of the 2010, newspaper Vedomosti reports. Also several other state-owned assets will be privatized, among them the Port of Novorossiisk and the shipping giant Sovcomflot, the newspaper reports with reference to Interfax. Murmansk has a fish port and a commercial sea port. The ports have one common administration. Both ports are key parts in the Murmansk Transport Hub, an initiative which is planned to make Murmansk capable of handling new huge transport operations linked partly with the development of offshore oil and gas projects. **Source :** BarentsObserver

STX Pan Ocean to invest \$1bn in newbuildings

STX Pan Ocean plans to invest \$1bn in general cargo vessels and kamsarmax bulkers. The company said it would be buying an undisclosed number of open hatch general cargoships and kamsarmax bulkers for delivery between 2012 and 2014. The South Korean shipowner did not say which yards it was ordering the vessels from. The vessels will be used to service consecutive voyage contracts with Fibria Celulose, Korea South East Power Co and Korea Southern Power Co. **Source:** seatradeasia



koopvaardijdienst

Deze dienst is een uur van herdenking, bezinning, gebed en ontmoeting van de gehele koopvaardij- en visserij gemeenschap, zeevarenden, hun gezinsleden en gepensioneerden. Ook allen die zich met de zeevaart verbonden voelen zijn van harte welkom.

De dienst wordt gehouden op zondag 21 november 2010 in de Nieuwe Kerk aan de Kanaalstraat te IJmuiden.

Aanvang: 15.30 uur.
Voorgangers: Ds. L.J. Rasser
Ds. L.P.J. van Bruggen
Pastor H. Munch

De herdenking wordt verzorgd door de dhr. H. Houtgast die als Humanistisch Raadsman betrokken is geweest bij anti-piraterij acties van de Koninklijke Marine.

Muzikale medewerking wordt verleend door het Zaans Interkerkelijk mannenkoor o.l.v. J.Q. Zwart en violist Martin de Deugd. Organist is Arie Rijke.

Na afloop van de dienst bent u van harte uitgenodigd om na te praten onder het genot van een kop koffie of thee in gebouw "De Rank" achter de kerk.

Zambia acquires Finnish dredgers

Local news sources says the Zambian government has acquired two dredgers from Finland at the cost of K7 billion. The machines will be used for the rehabilitation and maintenance of canals and waterways in the country.

Communications and transport minister Geoffrey Lungwangwa told parliament in a ministerial statement that the two machines and accessories have arrived in the country.

Professor Lungwangwa says the equipment will be positioned in the most vulnerable areas requiring constant dredging in Western and Luapula provinces.

The machines are able to clear weeds and deepen canals up to 5m. The machines can also carry a backhoe bucket, a suction pump for operation in muddy or sand areas, and a pile erector. **Source : Dredging news online**



The containership **Maersk Sembawang** (79702 gt, built 2007) arrived Le Havre on Nov 10 to re-stow its containers. The vessel, which had sailed through a powerful storm in the Bay of Biscay earlier this week, a total of 26 containers and 47 other boxes were lost or damaged.

Photo : philippe.p.brebant@sfr.fr ©

Panama Canal authority signs partnership agreement with the Port of Galveston

The Panama Canal Authority's Administrator/CEO Alberto Alemán Zubieta and Port of Galveston Director Steven M Cernak signed a Memorandum of Understanding (MOU) during an official ceremony in Panama City, Panama earlier this week.

Held at the ACP administration building and attended by senior officials, the event marked the beginning of a new partnership between the two organisations.

The MOU aims to facilitate international trade and generate new business by promoting the "All-Water Route," the route from Asia to the U.S. East and Gulf Coasts via the Panama Canal. "Today's MOU signing further emphasizes our

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commitment to provide quality service and meet the demands of the global trade and cruise industries," said Mr Alemán Zubieta. "We look forward to building upon our existing relationship with the Port of Galveston, which is a strategic geographic partner located only nine miles from the open Gulf of Mexico. We will work to maximize this agreement to continue providing innovative solutions for our customers and promoting growth for our respective regions." Source : Dredging News Online

The MOU includes initiatives in joint marketing, data interchange, market studies, modernization and improvements, training and technological interchange. Collaborative activities could include joint advertising, cross-training, or information-sharing regarding select trade-related data and forecasting.

In an effort to sustain economic growth and generate new business and job opportunities, the ACP and the Port of Galveston, which is situated on the Gulf Intracoastal Waterway, will undertake a series of activities aimed at improving customer service and business practices.

"As the 'Gateway to the Gulf,' the Port of Galveston facilitates the movement of a varied mix of domestic and international cargo, generating an economic impact of more than US\$1 billion annually to the State of Texas," said Mr. Cernak. "We, too, look forward to this new partnership with the ACP and the opportunities it will bring for continued fiscal growth and viability for both Panama and Texas."

This strategic alliance is valid for two years and is renewable upon mutual agreement.

The Panama Canal is currently undergoing a US\$5.25 billion expansion. The project will add a new lane of traffic with the construction of a new set of locks, doubling the capacity of the waterway and allowing for the transit of longer, broader ships.



Latest update : The sheerlegs **TAKLIFT 7** seen last night enroute from Hoek van Holland to Rotterdam-Waalhaven with the capsized **FAIRPLAY 22** in the slings – **Photo : Henk van der Heijden ©**

OLDIE OF THE SHOEBOX



The Bahamian flagged ferry **ZEELAND** of the Hook of Holland – Harwich service was sold in 1986 to Stena Line Sweden, seen here in Rotterdam Pernis just after the hand-over. The originally named **PETER WESSEL** was used to replace the **KONINGIN JULIANA** of Zeeland Steamship Company during 2 years. Bare-boat chartered from the LARVIK LINE she was a nice ship to see. Shortly after her renaming in **STENA NORDICA** she was sold again. Nowadays she the ferry is sailing in the Adriatic for many years as the **MARKO POLO** for JADROLINIJA.

Foto: Capt. Frank Haalmeijer ©

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

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 vouwrii 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.

.... PHOTO OF THE DAY



The **DANA GOTHIA** manoeuvring in Rotterdam-Beerkanaal.

Photo : Bas van Hoorn (c)

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