

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 318



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ITC's TEMPEST seen departing IJmuiden bound for the WESTERN which lost propulsion and drifted North West of IJmuiden and needed assistance

Photo : Marcel Coster ©

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EVENTS, INCIDENTS & OPERATIONS



Above seen the **DL Cosmos** departing Dunedin after discharging petroleum products, on the 12/11/10.

Photo : Ross Walker ©

Tanker market looked in better shape in October says OPEC monthly survey

The dismal state of the tanker market during September was such that October mediocre performance was enough to stage a recovery for the market. According to the latest monthly report from OPEC covering October, total spot fixtures recovered 7.5% during October after the sharp decline in September with almost all routes showing positive performance. OPEC crude oil chartering jumped 7.4% m-o-m during October to 12.69 mb. Middle East eastbound spot fixtures grew by 25.7%, mostly due to orders coming from Chinese refiners, while Middle East westbound chartering experienced 11.7% growth.

Outside of the Middle East, the situation was very different. In the Atlantic coast of West Africa, spot fixtures came down during the month. Total spot fixtures outside the Middle East dropped 9.6%. Chartering activity growth during

October came after a very weak September, creating expectations of a possible recovery in the tanker market in November. The weak level of spot fixtures in September was reflected in sailings and arrivals worldwide. Sailings from OPEC and the Middle East were slightly impacted by a 0.3% and 0.4% decline respectively. Sailings in other regions were highly impacted, with Caribbean and Africa departures dropping significantly. Arrivals to North America decreased by 11.2% to 8.53 mb reflecting the reduction in US crude imports during the month. Far East arrivals also showed some decline, mostly commanded by China, which experienced a new record high in the previous month. In contrast, European arrivals increased 8.4% to 12.37 mb, reflecting the beginning of the winter season in the region. The tanker market experienced mixed patterns in both dirty and clean markets in October. Despite the slowdown in VLCC freight rates, the dirty market showed an exceptional recovery from a month earlier mostly commanded by Suezmax. Dirty market spot freight rates jumped 12.4% from the previous month. In contrast, the clean tanker market experienced a modest performance resulting in a small decline of 1.8% on the month in freight fees.

In the dirty market, VLCC spot freight rates came down 2.9% in October from the previous month to 44WS, the lowest since November 2009. The decrease in floating storage liberated a significant amount of tonnage that was added to the oversupply of tonnage already available in the market the previous month causing a drop in rates. Owners were moving to different routes looking for better options, nevertheless overtonnage kept freight fees at low levels during the three first weeks of the month, while a slight recovery was experienced in the last week. Middle East eastbound rates drifted sideways for most of October, but rose sharply at the month's end. The route rate averaged 46WS, the lowest since October 2009. An oversupply of vessels resulted in modest fees. After the first week, tanker owners decided to look for other options and moved to Atlantic routes, but the Atlantic market was saturated immediately, requiring the owners to return to their habitual routes. Middle East westbound VLCC routes also showed negative performance, the rates being 5.6% lower than the previous month. Similar conditions were experienced on the Middle East eastbound route with some decrease recorded at the end of the month.

West Africa eastbound rates dropped 1.9% from September. Despite the significant increase showed on Suezmax routes, this route did not show much improvement during the month and the upward sentiment seen after the first week was offset by the down during the following weeks. Suezmax market rates showed a sharp increase of 24.8% to 78WS. During the first and second week positive sentiment pushed the market up as limited tonnage availability, decent cargo interest and a bullish sentiment by owners contributed to rate increases. West Africa to US Gulf Coast and Northwest Europe to US rates showed similar behavior. During the first two weeks, a significant increase was experienced, but then the rates curved downward partly due to a decline in cargo inquiries. US crude imports fell during October reflecting this phenomenon. West Africa to US Gulf Coast route rates increased 26.6% on the month to 81WS and Northwest Europe to US Gulf Coast rates grew by 23% to 75WS.

The Aframax market also showed some positive performance with freight rates growing 11.6% m-o-m in October to 104WS. Despite the general increase, the Aframax market showed mixed patterns during the month, with some increases on European routes and decreases in other regions. Indonesia eastbound rates experienced a decline of 3.2% and a similar reaction was recorded on the Caribbean to US East Coast route with a 6.8% decline on rates. High tonnage available and modest cargo requirements were the core reasons for the drop. On the other hand, inter-Mediterranean freight rates grew 34.5% m-o-m in October and Mediterranean to Northwest Europe grew 25.8%. In both cases the increase experienced during the first half of the month was partly attributed to the French Mediterranean port strike during the first days of the month, as many ships were stuck in Fos Lavera obligating the owners to push for extra points for their vessels with "safe" positions. High activity in the Mediterranean also contributed to pushing up freight rates. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

**Due to travelling abroad this week the
newsclippings may reach you irregularly**

London Club increases call rates

The London P&I Club has set a general increase of 5% in annual P&I call rates for the 2011/2012 policy year. The club's financial position had strengthened substantially by the beginning of the current year, the club said. Since then, the number of claims has been lower than expected, but several members suffered large casualties in the first few

months of the year, serving to demonstrate that overall claims costs can remain high even when the claim numbers moderate. The subsequent period has been more benign, particularly at the attritional level. The club's owned mutual tonnage has increased by more than 2 mill gt during the year so far. The charterers' portfolio has also increased, so that the club's total entry stands at nearly 42 mill gt.

Fixed income holdings remain the dominant asset class in the portfolio managed by the club's quota share reinsurer in Bermuda, reflecting the club committee's risk appetite and tolerance. The return on the club's investments and cash stood at 3.8% at end-August 2010. However, the club warned that investment conditions remain uncertain and a cautious approach in this area continues to be an important part of the committee's forward planning. **Source: Tanker Operator**



Swiber's crane / installation barge **AZIZ** seen last Friday in the Singapore straits - **Photo : Piet Sinke ©**

Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)



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Nigeria intercepts 'Iran arms ship'

Foreign minister says Tehran will be reported to Security Council if a probe finds it violated UN sanctions.

Nigeria will report Iran to the UN Security Council if an investigation shows it violated international law and UN sanctions in an arms smuggling case, Nigeria's foreign minister has said. "The consignment did originate from Iran,"

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Odein Ajumogobia said on Friday. "That's been confirmed from our own shipping documents and the Iranian foreign minister."

Ajumogobia met Manouchehr Mottaki, his Iranian counterpart, late on Thursday to discuss the shipment, intercepted by Nigeria's secret service in the port of Lagos and found to contain rockets and other explosives. Ajumogobia told the Reuters news agency that Mottaki had promised Iran's co-operation with an investigation into the shipment and said he did not currently believe it had broken UN sanctions. Nigeria is currently a non-permanent member of the UN Security Council. "The Security Council resolution to which Nigeria was party was dealing with nuclear materials. There's no indication that's implicated here," Ajumogobia said. "If Nigeria finds in the conclusion of investigations that there has been a breach of any sanctions, as a member of the UN [Security] Council we would do what is necessary," he said. However, diplomats have said the arms shipment could put Iran in breach of UN sanctions imposed over its refusal to halt a sensitive nuclear programme. In a 2007 resolution stepping up sanctions on Iran over its nuclear programme, the UN Security Council banned Iranian arms exports, forbidding the sale or supply of weapons by Iran, whether directly or indirectly. The resolution states that Iran must not "supply, sell or transfer directly or indirectly from its territory or by its nationals ... any arms or related material". It also requires nations to prevent any such transfers and prevent their citizens from obtaining any weapons from Iran. Ajumogobia said that following his meeting with Mottaki, Nigeria's secret service had been given access to an Iranian wanted for questioning in connection with the shipment who had taken refuge in Iran's embassy in Abuja, Nigeria's capital.

But Nigeria had been unable to question a second suspect, an Iranian diplomat who was covered by diplomatic immunity. Diplomatic sources said the two Iranians were believed to be members of al-Quds, an elite unit of the Revolutionary Guards that specialises in foreign operations on behalf of Iran. Nigeria's secret service said on Wednesday it had been monitoring the movement of the illegal cargo before it entered Lagos, one of Africa's busiest ports, in July and that there was no question that Nigeria was the intended destination.

An international cargo shipper based in France has said one of its ships picked up the containers from Bandar Abbas, a port in southern Iran. CMA CGM said that it was the victim of a false cargo declaration. It has said it is co-operating fully with investigating agencies. The cargo was labelled as building materials and was transferred to a warehouse in Lagos. The consignee was a Nigerian, also under investigation, and the goods were originally meant for an address in Abuja, Ajumogobia said. But they were intercepted when they were returned to the port in an attempt to re-export them. "At that point another set of shipping documents appeared and the individuals who were connected to the shipment suggested these goods were being trans-shipped through Nigeria to a third country, the Gambia," Ajumogobia said. "That aspect of the investigation has not been concluded." **Source : Al Jazeera**



The **BOA GALATEA** sighted in Victoria Harbor, Labuan-Malaysia

Photo : Charles-Dauphin Miller www.pixs-7seas.com ©



The rescue / salvage operation of the **FAIRPLAY 22** seen ongoing Friday evening – **Photo : Ruud Zegwaard ©**



The ill-fated tug seen just before sunset Friday night before the convoy departed from Hoek van Holland to the Waalhaven where the tug will be turned / toppled back - **Photo : Jan Oosterboer ©**

WESTERN IN DE PROBLEMEN OP DE NOORDZEE

Het vrachtschip **Western**, varende onder Panamese vlag, is afgelopen nacht op de Noordzee op drift geraakt. Voor de kust van IJmuiden heeft het vrachtschip problemen gekregen aan de hoofdmotor. Gevolg is dat het schip geen voortstuwing meer heeft en manoeuvreren hierdoor niet meer mogelijk is. Afgelopen nacht heeft het vrachtschip enige offshore platformen op redelijk korte afstand gepasseerd. De NOGEPA offshore SAR Helikopter is vanochtend ingezet om uit voorzorg een tweetal bemanningsleden van een zogenoemd satelliet – platform te evacueren.

Vrijdag, 16.00 uur, was het schip nog steeds aan het drijven. Omstreeks 11.45 uur is een sleepboot nabij het vrachtschip geweest. Deze sleepboot heeft getracht een sleepverbinding tot stand te brengen. Wegens technische problemen heeft de sleepboot deze poging moeten staken. In de driftbaan van de **Western** bevonden zich wederom een aantal bemande en onbemande offshore platforms. Zes van de negen bemanningsleden van het dichtstbijzijnde platform zijn vanmiddag omstreeks 13.30 uur uit voorzorg door de NOGEPA offshore SAR Helikopter geëvacueerd. Zij zijn afgezet op een ander, buiten de driftbaan gelegen, offshore platform. Op dit moment is het gevaar geweken en worden zij weer terug gebracht naar hun eigen platform. Een aantal sleepboten zijn onderweg naar het vrachtschip **Western** en op dit moment is de eerste sleepboot nabij het vrachtschip **Western**. Een tweede sleepboot bevindt zich op korte afstand.

Gegevens vrachtschip **Western**

Type containerschip - Panamese vlag

Lengte 140 meter

Bijzonderheden: geen containers aan boord, geen gevaarlijke stoffen, bulkloading Betonite.

Weer : Afgelopen 24 uur zuid – zuidwester storm

Windkracht 8 tot 9 Bft , de komende uren afnemend tot 6 tot 7 Bft.

Golfhoogte op de Noordzee afgelopen 24 uur 4 tot 6 meter, de komende uren afnemend.



Update : Vrijdag rond 17.00 uur heeft de sleepboot **Tempest** een sleepverbinding met het vrachtschip **Western** tot stand gebracht. Het plan was het schip gaande te houden op een veilige plaats op de Noordzee en zaterdagmorgen bij daglicht de zaak verder te bekijken. De geëvacueerde bemanning van het platform is door de Offshore SAR helikopter terug gebracht. Alle ingezette eenheden zijn terug op station.

Photo : Marcel Coster ©

Panama to investigate cruise ship fire

The investigation of the engine room fire that disabled the Carnival cruise ship **Splendor** will be conducted by the Panama Maritime Authority instead of the National Transportation Safety Board. The NTSB announced the change late Thursday, hours after initially issuing a statement that it would be handling the probe of the Panamanian-flagged vessel. The NTSB says that since most of the passengers were U.S. citizens, the U.S. Coast Guard requested to join the investigation and Panama agreed.



The **ARKLOW FREEDOM** outbound from Rotterdam – Photo : Kees Torn ©

Experts say stricken Carnival cruise shows just how much can quickly go wrong at sea



This image shot Monday Nov. 8, 2010 shows smoke coming from the engine compartment of the crippled cruise ship, **Carnival Splendor**, off the coast of Mexico. An engine fire aboard the 952-foot cruise liner on Monday morning knocked out power early in its seven-day trip to the Mexican Riviera, setting the ship adrift about 200 miles outside San Diego and 44 miles off the coast of Mexico.

Photo :
Justina Victoriano

A luxury cruise liner that limped into San Diego after a fire knocked out its power was lucky in many ways — no one was killed or even seriously hurt, a nearby Navy vessel came quickly with supplies and the mishap occurred in tranquil waters.

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Yet the drawn-out tale of the stricken ship shows just how quickly things can go wrong on a giant floating city carrying thousands of people, and it's prompting a closer look at whether ocean liners are properly equipped to deal with the litany of problems that could strike: rogue waves, norovirus outbreaks and mechanical problems that disable ships in treacherous weather.

"If you want a completely predictable vacation don't go on the sea," said Carolyn Spencer Brown, editor of the industry trade publication *Cruisecritic.com* and a veteran of more than 200 cruises. "Ships are bigger and have better stabilizers than ever before, but they are still on the sea and the sea is nature and nature is unpredictable."

If the **Splendor** had been crossing the North Atlantic in the winter — instead of about 40 miles off the coast of Mexico in calm waters — things could have been far worse, said veteran maritime attorney Charles Lipcon of Miami. "The weather in the North Atlantic, and off the coast of South Africa, can be awful," he said. "They usually try to stay close to port, so if something does go wrong they can avoid that. But sometimes they have no choice."

Another stroke of luck for the Carnival cruise: Navy aircraft carrier **USS Ronald Reagan** happened to be in the area conducting training exercises, and its 6,000 sailors quickly came to the rescue with deliveries of food and other supplies.

Tugboats weren't far off, and they hauled the 952-foot cruise liner about 200 miles into a San Diego dock on Thursday, bringing weary passengers to shore and ending the three-day ordeal. Passengers disparaged the food and complained about backed-up toilets, yet praised crew members for calmly getting everyone to life boats that turned out not to be necessary. The blaze was extinguished quickly, and no one was hurt.

But onboard fires have long been a significant concern of investigators, said former National Transportation Safety Board member Kitty Higgins, and it's unusual for a fire to shut down an entire engine room and take out every backup electrical system on board. "A fire can be quickly contained so that it won't require a ship to return to port," she said. "That raises a lot of concerns."

Four years ago, the **Star Princess** oceanliner caught fire on a windy night in the Atlantic Ocean as it headed toward Jamaica. One person was killed, 11 injured and 150 cabins damaged before the crew could douse the flames, which were believed to be caused by a cigarette.

As investigators try to determine what happened aboard the **Splendor**, Higgins said they likely will look at the ship's equipment and also the crew's response. Cruise ships have extensive contingency plans and drills that must pass muster with the Coast Guard, said Eric Ruff, executive vice president of the Cruise Lines International Association. The Coast Guard said it examined the ship's smoke and heat detection systems, sprinkler and engineering systems just a day before the engine blew and found no deficiencies.

The National Transportation Safety Board said the probe into the fire's cause would be conducted by Panama, where the ship is registered. Panama agreed to let the U.S. Coast Guard join the investigation because most of the passengers were U.S. citizens, and two NTSB experts will assist, the NTSB said.

Ships like ocean liners are governed by the laws of the country where they are registered in and under whose flag they sail. In order to raise revenue, Lipcon said, some small countries such as Panama and Liberia are known to exempt ship employees from labor regulations governing the number of consecutive days they are required to work and the number of hours they are given off between shifts. Lipcon said this has sometimes resulted in crew members so tired they pose a serious threat to the safety of passengers.

"We found a study in Australia that indicated a tired worker, someone who worked shifts of more than 10 hours, reacted the same as a person does when driving while intoxicated," he said. "That means you could have a ship run by a bunch of people who are the equivalent of people who drive when intoxicated." He also said such countries are reluctant to conduct strenuous investigations when something does go wrong on a ship because that could result in the operator being required to make costly improvements.

"I think you'll find that Panama will just overlook the whole thing," he said of the **Splendor** mishap. "Otherwise they might have to spend money, and that would hurt Panama's flag of convenience business." **Source : Fox31-KDVR**

Maersk call on shipping industry to prepare for IMO sulfur regulation

Speaking at the world's largest bunker fuel conference, Maersk Oil Trading's Niels Henrik Lindegaard said shipping companies and regulators must work together now to prepare for future IMO sulphur regulation or face potentially crippling costs, the company's press release said.



The **MAERSK EDWARD** seen departing from Rotterdam – Photo : [Henk van der Heijden](#) ©

The shipping industry can meet the strict sulphur emission reductions the International Maritime Organisation (IMO) has planned for 2015 and 2020, Lindegaard said in his keynote speech at the Singapore International Bunkering Conference (SIBCON). But if the industry doesn't immediately begin researching the safest, most sensible ways to do that, he said, it will be costly for everyone. As the rules are now, if the shipping industry is to comply with the 2015 sulphur reductions required by IMO first in the English Channel, Baltic and North Seas as well as a 200 Nautical Mile zone around the USA and Canada, the only available fuel alternative to traditional bunker fuel will be what's called "marine gas oil."

The effect on shipping companies from this could be severe. The current annual global supply of marine gas oil is about 15 million tons. As a result of the IMO rule, the demand will jump to 45 – 60 million tons in 2015, according to Lindegaard. As the largest fuel buyer in the world, Maersk estimates this will increase its operational cost by \$300 million a year.

One obvious alternative is to consider using "inland gas oil," which is more widely available than marine gas oil. However, under current IMO regulations regarding fuel flashpoint, inland gas oil is not eligible for use at sea. "The IMO rules regarding flashpoint were created in 1974. The technology and knowledge of safe fuel handling has come a long way since that time," says Lindegaard.

Indeed, there is some indication the limitation is being tested already. "Increasingly we see marine fuel supplies with flashpoints closer to the 60 degree marine limit, suggesting inland gas oil is occasionally used already," says Jørn Kahle, senior general manager of Maersk Maritime Technology.

Since raising the issue at SIBCON, Lindegaard says oil major, Shell, has expressed support for researching flashpoint limits and the International Organisation for Standardization (ISO), the world's largest developer and publisher of international standards, has put flashpoint on the discussion agenda for its marine fuel meeting later this month.

Source: [maersk](#)

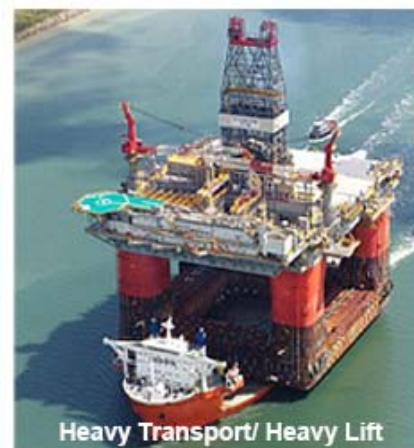


The **VIKING PRINCESS** seen arriving in Willemstad (Curacao)

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



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Crew saved thanks to citadel, UKMTO and Indian Navy

Indian Navy ships **INS Veer** and **INS Delhi** and marine commandos have foiled a piracy attempt on a merchant vessel in the Arabian Sea, an official said Friday. "At about 6 a.m. Nov 11, about 450 nautical miles west of Mumbai, merchant ship MV **BBC Orinoco** with a crew of 14 (five Ukrainian and nine Filipinos) reported being attacked by pirates," a defence spokesperson said. "The crew locked themselves in the ship's engine room and the steering compartment and communicated with their agents, UK MTO Dubai via email," he added. Dubai, then, intimated the Indian Navy for assistance. "On receipt of this information, the Indian Navy promptly detached one of its missile corvettes, **INS Veer**, to intercept the distressed vessel and also sailed a capital ship, **INS Delhi** with a team of Marine Commandos (MARCOS) embarked," the spokesperson said. One of the navy's long range maritime patrol aircraft was also deployed for aerial surveillance. The Indian Coast Guard, too, also responded. The naval forces, which arrived at

the scene at daybreak, instantly took steps to rescue the crew. "MARCOS slithered onto the merchant ship from a Sea King helicopter and took the crew, who were locked in compartments, to safety, while the helicopter provided airborne fire support," the spokesperson said.

Reference: [BBC Orinoco](#) IMO 9366110, dwt 17110, built 2008, flag Antigua, operator Reedereigruppe Freese. Vessel sailed from Aquaba Jordan Nov 3 dest Singapore. Vessel resumed voyage. Crew as on Oct 21 2010 (ITF): 14 - Nationalities: Filipino(6), Russian(1), Sri Lankan(1), Ukranian(6). Source : [Voytenko Mikhail](#)

1 arrested after stricken cruise ship docks in SD

Thousands of passengers were happy to "*be freed*" from a broken-down cruise ship that finally reached San Diego this week, but confinement continues for one woman who was taken ashore in handcuffs. Harbor Police Officer Adam Miles says 40-year-old Wendy Singleton was arrested when the [Carnival Splendor](#) docked Thursday after four days at sea without power because of a fire. Singleton is wanted in Las Vegas on a felony grand theft warrant and remains jailed Friday. San Diego port spokeswoman Marguerite Elicone says a routine customs check led to the arrest. Elicone says a man was going to be arrested on a nother matter but it was a mistaken id entification. Miles says all passengers on international cruises are routinely checked for warrants. Source : [fresnobee](#)



The AHTS [SWIBER ANNE-CHRISTINE](#) seen anchored at Singapore Western anchorage – Photo : [Piet Sinke](#) ©
Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

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Pirates hijack ship with 29 in Arabian Sea

Pirates hijacked a cargo ship with 29 Chinese sailors aboard in the Arabian Sea and told the shipping company they were taking it toward Somalia, Chinese officials and state media said Saturday. The attack came just two days after another 17 Chinese sailors returned home after being held by Somali pirates for four months. It also highlights the spread of piracy to areas outside the Gulf of Aden, a hijacking hot spot now patrolled by international forces.

An official with the China Marine Rescue Center, surnamed Yang, said the Panama-flagged ship **Yuan Xiang** was attacked Friday night. The Ningbo Hongyuan Ship Management Company reported the pirate attack to the rescue center just before midnight and said the pirates were taking the ship toward Somalia, the state-run Xinhua News Agency reported.

A man answering the phone Saturday at the company said they were still trying to contact the ship. Xinhua said the attack occurred in an area outside the region where China's navy is part of a multinational force working together to patrol the Gulf of Aden — one of the world's busiest shipping lanes — and other waters off Somalia where pirates operate.

Raids by Somali pirates accounted for more than half of the 406 sea attacks last year — the highest total in six years. The jump came despite the deployment at the end of 2008 of the first international force specifically to counter Somali pirates, the European Union Naval Force.

While worldwide pirate attacks fell 18 percent in the first half of 2010 from a year ago, the International Maritime Bureau's piracy reporting center in July said pirates were shifting their attacks outside the Gulf of Aden zone now patrolled by the multinational force. It said attacks in the Somali basin — the country's coastal waters, excluding the Gulf of Aden — and the wider Indian Ocean rose to 51 in the first half of this year from 44 a year ago. At the same time, attacks in the Gulf of Aden dropped to 33 from 86 a year ago.

On Wednesday, another 17 Chinese sailors returned home after being held more than four months by Somali pirates, who newspaper reports said gave the sailors only one meal of boiled potatoes per day. The Beijing Daily said the pirates were paid an undisclosed amount of money in ransom after the Shanghai-based ship's owner mortgaged his home and all his shipping company shares to raise funds. **Source : The Himalayan Times**

Ship docked in Mumbai 'invites Hindus to convert to Islam

A Kuwaiti flagship vessel docked at Jawaharlal Nehru Port Trust (JNPT) has come under the scanner of security agencies after some members of the crew were allegedly found distributing a 12-page pamphlet named Nimantran Patra, underlying words "inviting people practising Hinduism to a better religion called Islam".

The vessel, **CGM Everest**, steered by a Pakistani captain, Sayed Hader, had travelled from Karachi Port. It had been allowed to leave JN Port and it had set sail, but it was then asked to return to port. IG (Konkan region) Parambir Singh said the ship has been detained. The pamphlet is from the Islamic Dawa and Guidance Centre, based in Kuwait. The crew of 33 includes an Egyptian engineer, Karim Rehman, and two Pakistanis apart from the captain.

The incident, according to senior security officials, is the first reported instance in India where a vessel travelling in international waters has been used for religious propaganda. Certain crew members allegedly distributed the pamphlets among port labourers and provisions supply agents who had access to the ship. "They were not coming on shore but were distributing the pamphlets to Indians entering their ship," an officer in Navi Mumbai said. **Source : Indian Express**

CASUALTY REPORTING



Ship with Chinese crew aboard sinks off Okinawa

A Japan Coast Guard (JCG) official confirmed Friday that the missing cargo ship with 25 Chinese crew aboard has sunk near Japan's southern Okinawa islands. Yomemori, an official from the JCG 11th Regional Coast Guard Headquarters, told Xinhua that based on the survivors' description and objects left over by the vessel, the 17,000-ton Panama-registered ship "[Nasco Diamondo](#)" has sunk.

To date five of the 25 Chinese crew on board have been found with three alive and two dead, and the other 20 remain missing. The three survivors were taken to two hospitals on the Ishigaki island late Thursday. The JCG on Friday dispatched an aircraft as well as a patrol ship to the relevant waters to continue to search for survivors, Yomemori said. Aircraft from the Maritime Self-Defense Force (MSDF) and the Air Self-Defense Force (ASDF) also participated in the rescue and search operations.

The vessel last contacted its Chinese owner at around 7 pm Tuesday. Japan Coast Guard in Naha on Okinawa island received a message saying the ship went missing some 340 km south of Iriomote island early Wednesday. **Source :** [ChinaDaily](#)

Hunt for missing seamen after ship sinks off Japan



A Chinese crew survivor is rescued by a Japanese Coast Guard vessel in the Pacific Ocean, on November 11, 2010. Rescuers were still hunting Friday for 20 missing seamen after a cargo ship sank off Japan's southern islands, leaving two people dead, Japan's coastguard said.

Rescuers were still hunting Friday for 20 missing seamen after a cargo ship sank off Japan's southern islands, leaving two people dead, Japan's coastguard said. The Panama-registered ship with 25 Chinese crew on board went missing about 340 kilometres (210 miles) south of Iriomote island in the Pacific Wednesday, a coastguard official said.


Japanese coastguards resumed rescue operations Friday, dispatching one patrol boat and an airplane to the site and were joined by Taiwanese maritime authorities, the official said. "Japanese and Taiwanese coastguards have so far rescued three crew members but two others were confirmed dead," he said. "We have continued our rescue work to search for the remaining 20 people."

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Television footage showed Japanese coastguards struggling to pull in one of the crew floating in high seas wearing a life vest. The 17,000-tonne **Nasco Diamond** left Indonesia for China on November 4 carrying 55,000 tonnes of nickel. It was not immediately clear what caused the ship to sink. The area where the ship went missing is near a disputed island chain in the East China Sea where a Chinese fishing trawler collided with Japanese coastguard vessels in September, sparking a heated diplomatic dispute. Japan's arrest of the Chinese captain sparked a barrage of protests from Beijing that continued even after Tokyo released him, with ties between the two sides deteriorating to their lowest point in years. *Source : The Himalayan Times*

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The Dutch MCM **M 858 MIDDELBURG** seen arriving in the port of Antwerp

Photo : Jasper van Raemdonck ©



11 Battalion of the Dutch Airmobile Brigade training in preparation for **Emerald Move**, the international training mission in Senegal! The international exercise **Emerald Move** was launched, in the Senegalese port city of Dakar, aboard the amphibious ship **Hr Ms Johan de Witt**

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Rolls-Royce, Shanghai Bestway team up to develop ship design

Rolls-Royce, the global manufacturer of power systems, today signed a collaboration agreement with Shanghai Bestway Marine Engineering Design Company Ltd (Bestway), a leading marine design and research company in China.

The signing ceremony was attended by John Paterson, President of Rolls-Royce Marine, and Professor Liu Nan, the Bestway Board Chairman and General Manager. The collaboration will focus upon development of innovative and environmentally friendly marine designs. Rolls-Royce and Bestway will share expertise through joint working, in order to customize existing vessel designs to better suit the Chinese and European markets respectively. These vessel types include product and chemical tankers, RoRo, RoPax, feeder containers, and multipurpose vessels.

The two companies also plan to develop new designs to address the growing demand for environmentally friendly, energy efficient ships, including the application of LNG power. "This collaboration will bring innovative developments in ship design. Rolls-Royce has significant experience in designing and developing marine solutions that meet and exceed expectations in the face of increasingly stringent global environmental standards. We look forward to applying this experience to support the Chinese marine industry in addressing climate change," John Paterson, Rolls-Royce, President – Marine was quoted as saying. LIU Nan, Chairman of the Board and General Manager, Bestway, said: "This

collaboration further deepens the partnership between two strong players in the marine industry. I look forward to introducing new and innovative ship designs that not only meet the needs of shipowners domestically and overseas, but also support our commitment to tackling climate change.” Rolls-Royce has provided power systems to China for over four decades. In 2005, the company established its 6,000 sq m manufacturing facility in Nanhui industrial zone in Shanghai. The Group is also developing a network of service centers in Dalian, Shanghai and Guangzhou to serve its marine customers across China. **Source: logisticsweek**



Accommodation platform **Jasminia** shifted by tugs **Leibe Tide** and **Seacor Voyager** Bay of Campeche Mexico.
Photo : Cor Russcher – Captain Deep Endeavour ©

Contour Group orders four oil barges from Baltic Shipyard (St. Petersburg)

JSC Baltic Shipyard (part of United Industrial Corp. CJSC) and Contour LLC (included in Contour Group) signed a contract for building four non-self steering oil barges. The project was developed by Marine Engineering Bureau LLC, the shipbuilding company press release said. Contour Group has confirmed the information in an interview with PortNews. The barges are designed for transportation of petroleum products with flash point above 60° C, including those requiring heating. The vessels will navigate on inland waterways and in marine areas for non-self-propelled cargo vessels of Class "M-OL 2,5 (ice 20) of Russian River Register (can be operated when the thickness of lump ice up to 20 cm). The barge can be pushed or towed. Vessels are being built in compliance with modern standards, rules and regulations of the commercial shipbuilding industry under the supervision of the Russian River Register, the company said. The length of the vessel is 108 meters, breadth - 16,6 meters, displacement – 6,300 tons, weight - 1,020 tons. The barges have reinforced double-bottomed, double-boarded hulls in the areas of the 12 cargo tanks of capacity of 5,944 cbm

St. Petersburg-based Baltic Shipyard (part of UI Corp.) a largest Russian shipbuilder has constructed more than 40 ships since 1959. In 2002 BS signed a contract for construction of six chemical tankers with the Dutch company Rensen BV. The company specializes in the construction of icebreakers and ice-class vessels with nuclear and diesel power plants, large-capacity vessels for transportation of various cargo and warships. It also produces a wide range of products of marine engineering, nuclear energy and boiler equipment. Contour LLC is part of Contour Group comprising Baltic Oil Company LLC, JSC MBK, LLC Contour S.Pb, Transport Company Contour LLC, CJSC Perspektiva. The Group's assets are among the leading suppliers of bunker fuels to Russian and foreign vessels in the waters of the Neva River and Gulf of Finland, at St. Petersburg harbor. The Group owns and operates a fleet of 18 vessels. **Source : PortNews**

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Above seen the **Solitaire** from **Maersk Fetcher** in the early morning light (even that there is not much light in Finland in November!!!) The **Solitaire** is a former Danish bulkcarrier and was named **Interbulk Vanguard** in the hands of Danish financier Commercial Leasing with charter to Danish bulkoperator Erling Højsgaard. Later it was sold to a Turkish operator and renamed **AKDENIZ S**, still owned by Commercial Leasing. When the Turks failed Commercial took over the ship and renamed it COMSHIP (COMmercial SHIP)

Photo : Bent Mikkelsen ©

Marine fuel firm Aegean's shares sink on weak results

Investors wiped out over a third of the market value of Greek Marine fuel logistics company Aegean Marine Petroleum Network on Thursday, a day after the company posted weak quarterly results. Piraeus, Greece-based Aegean reported a third-quarter adjusted profit of 16 cents a share, less than half of analysts' view. Analysts were expecting 35 cents a share. Shares of the company, which markets and supplies refined marine fuel and lubricants to ships in port and at sea, were down nearly 40 percent at \$9.65, their lowest levels in nearly two years. The stock was the top percentage loser on the New York Stock Exchange. "The miss was driven by lower margins on bunker fuel sales as very slow tanker traffic heated up competition," Dahlman Rose analyst Omar Nokta said.

On a conference call with analysts, company executives said increased competition across Aegean's geographic portfolio and oversupply, amid a weak tanker market, hurt margins. Rates for most vessel classes hit year lows during the quarter, with rates for very large crude carriers, suezmaxes and aframaxs falling by more than half sequentially. Nokta said Aegean reported a blended average spread on bunker fuel sales of \$18.80/ton, below second-quarter spreads of \$22.50/ton and his estimate of \$22.30/ton. Gross spread per metric ton of marine fuel is the margin the company generates per metric ton of marine fuel sold. BB&T Capital Markets analyst Kevin Sterling said margins were hurt as tanker companies went bargain hunting for the lowest fuel prices. "We expect spreads to remain under pressure until shipping rates rebound, in particular tanker rates," Sterling said. "For 2011, we are modeling a gross spread of \$18.95/ton." **Source: Reuters**

Rickmers Maritime's Q3 DPU falls 5%

Shipping trust Rickmers Maritime on Friday said its third-quarter distribution per unit (DPU) fell five per cent from a year earlier to 0.57 US cents. Its distributable income for the quarter was US\$18.3 million, a four per cent decline from a year ago. Mainboard-listed Rickmers Maritime said the dip is because of lower charter revenue from containership Kaethe C. Rickmers, as well as an increase in interest costs. The trust had a third-quarter net loss of US\$54.6 million. That compares with a profit of US\$9.2 million a year earlier. Rickmers Maritime said this is due to a one-time compensation of US\$64 million to Polaris Shipmanagement for the cancellation of seven vessels.

Rickmers Maritime said operations from its existing fleet remain strong and its key financial indicators are turning in a strong performance. Specifically, it said the trust has locked in revenue of US\$785 million between now and 2019. It added that the trust is in a much more secure financial position today, compared with a year earlier. Going forward, Rickmers Maritime said it is upbeat about the future, given that the container shipping segment is expected to show a strong performance. Rickmers Maritime also expects its long-term charters to contribute steady cash flow to the trust.

Source: CNA



The 2007 built German flagged container ship **Almathea** arriving at Lyttelton 08.11.10 Currently under charter to Mitsui the ship started life under charter to Hamburg-Sud as **Cap Prior** and still carries their funnel colours.

Photo : Alan Calvert ©

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Frontline Ltd. expects more China crude imports

Frontline Ltd., the world's biggest supertanker operator, said it's seeing "huge" demand for crude-oil imports from China, potentially reversing a slump that contributed to mostly unprofitable charter rates since June. China, the world's biggest energy user, cut net oil imports to the lowest level in 18 months last month, according to customs data released Nov. 10. Chinese oil companies made 44 percent more tanker bookings in October, for deliveries this month, data from Clarkson Research Services Ltd. show.

There is "huge import demand from China," Jens Martin Jensen, Singapore-based CEO of Frontline's management unit, said today. Imports may be increasing because of winter demand and efforts to expand stockpiles, he said in an e-mailed response to questions. Spot rates for supertankers, each bigger than the Chrysler Building, slumped 54 percent this year as the supply of new vessels increased faster than demand for oil. Owners responded by cutting ship speeds and anchoring vessels to constrict supply and Jensen in July said the Hamilton, Bermuda-based company was turning down business rather than operate at unprofitable rates.

The global oil-tanker fleet will expand by 86.5 million deadweight tons in the next two years, equal to about 27 percent of existing capacity, Morgan Stanley said in a report Oct. 14. The extra ships would exceed the previous record of 79.8 million deadweight tons set in 1974 and 1975, according to Clarkson Plc, the world's largest shipbroker. Shipowners ordered the vessels before rates plunged from \$177,036 in July 2008. **Source: Bloomberg**



The cruise ship "**DISCOVERY**" seen in Valletta harbour, Malta, taking bunker from the bunker barge "**Spiro F**". "**Discovery**" was built in 1971 by Rheinstahl Nordseewerke at Emden, Germany. Built as; **ISLAND VENTURE** to become **ISLAND PRINCESS** in 1972 when chartered by Princess Cruises. Bought by Princess Cruises in 1974.

Ringcroft Investment bought her in 1999 and chartered to Hyundai Merchant Marine, and named "**HYUNDAI PUNGAK**". 2001 became **PLATINUM** and in 2002 became "**DISCOVERY**" for Voyages of Discovery

Photo : Gejtu Spiteri ©

Turkish maritime sector optimistic on 2011

Turkey's maritime sector is advancing with 2011 expected to be a better year, according to a sector representative. "The total revenue of global maritime commerce is nearly \$400 billion," said Geza Dologh, chief of the İzmir Chamber of Shipping. "Turkey, as a country of seas, has to take a bigger share of this big pie. Next year will be better for the sector."

The country has increased one step in the size of its merchant marine fleet, climbing to 16th spot in the world, Dologh told Anatolia news agency. The size of the global merchant marine fleet reached 1.23 billion in deadweight tonnage, or DWT, while global maritime trade volume reached 8.17 billion tons, according to recent figures. The maritime sector may contribute greatly to employment through various activities, such as yacht building and marina services, in addition to shipping, according to Dologh. "We want yachts from all around the world to roam in our beautiful seas," Dologh said. "But we need to build more ports, more marinas and shipyards." Source: [hellenicshippingnews](#)



The **DUBAI ANGEL** seen enroute Amsterdam - Photo : Cor Wolthuis ©

Knightsbridge Tankers posts net income of \$8,9m in Q3, \$32,6m for Jan-Sept

Knightsbridge Tankers Limited reports net income of \$8.9 million and earnings per share of \$0.48 for the third quarter of 2010. The average daily time charter equivalents ("TCEs") earned by the Company's VLCCs excluding bareboat charters and Capesize vessels were \$30,800 and \$40,700, respectively, compared with \$49,800 and \$45,500 in the preceding quarter. VLCC revenues and TCEs decreased mainly due to weaker results from the Mayfair, which operated in the spot market and the absence of profit share from the Hampstead and Kensington in the third quarter. Although Capesize revenues increased due to the delivery of Golden Future in July, average Capesize TCEs decreased due to the lower rate earned by the Golden Future compared with the other two vessels.

The net increase in cash and cash equivalents in the quarter was \$11.1 million. The Company generated cash from operating activities of \$20.0 million, paid \$47.0 million in connection with the purchase of Golden Future and paid a dividend of \$9.3 million. The Company borrowed \$104.6 million, net of fees paid, and repaid debt of \$57.3 million. In November 2010, the Company has average cash breakeven rates for its VLCCs excluding bareboat charters and Capesize vessels of approximately \$19,200 and \$8,800 per vessel per day, respectively.

For the nine months ended September 30, 2010 the Company reports net income of \$32.6 million and earnings per share of \$1.86. The average daily TCEs for the Company's VLCCs excluding bareboat charters and Capesize vessels for the nine months ended September 30, 2010 were \$38,500 and \$43,500 respectively. **Source: marinelink.com**



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Amarcon emphasizes the importance of good and innovative teaching materials for maritime universities and nautical colleges worldwide. For that matter, the **OCTOPUS** range of products is also available for teaching purposes. Of course this is done against a price that meets the intentions of the use. Many educational institutions across the globe are already using OCTOPUS-Office for their classes. For instance: TU Delft (The Netherlands), University of Sao Paulo (Brazil), Monohakobi Technology Institute (Japan) and Jade-Hochschule (Germany) are just a few of the universities that use OCTOPUS at their facilities.

OCTOPUS-Onboard has recently been installed on the Full Mission bridge at the Maritieme Academie (Nova College) in the Netherlands for a one year trial period.

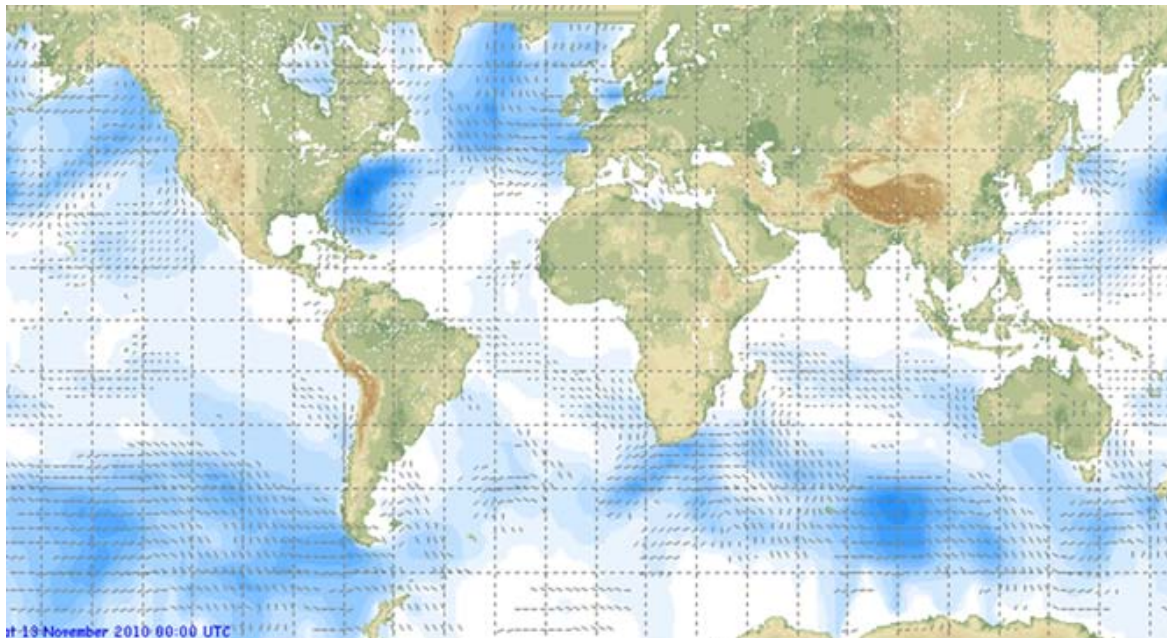
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.... PHOTO OF THE DAY



Above the TSHD **Vox Maxima** as seen from the **HLV Oleg Strashnov** during seatrails next to the dredging area of Maasvlakte II last week.

Photo : Engineers Oleg Strashnov ©

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.

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