

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 319



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**Greenpeace newbuild RAINBOW WARRIOR III seen ready for the launch, after the launch the hull be transported to Fassmer in Germany - Photo's : Wim Martens**

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## EVENTS, INCIDENTS & OPERATIONS



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The **Mærsk Fletcher** seen with an almost full load of 112 pipes (totally 2,500 tons of cargo) alongside the **Solitaire** for discharging

Photo : Bent Mikkelsen ©

## Wilh. Wilhelmsen reports another strong quarter

Wilh. Wilhelmsen has added another strong quarter to 2010. Its operating profit for the third quarter was USD 74.3 million, up from last year's USD 47.8 million. The Q3 result is close to the second quarter's USD 79 million. Total income was USD 714 million, compared to USD 605 million in the corresponding period last year. The shipping division is the group's dynamo, the operating profit was USD 54 million, up from USD 18.8 million. "Overall shipping volumes increased 27 per cent year on year. We have seen the positive trend from the second quarter of 2010 continue into the third quarter. While volumes are slightly down due to seasonality, the relative share of high and heavy cargo is



increasing, giving us an improved cargo mix and a significant increase in operating profit and total income," says Thomas Wilhelmsen, group CEO. **Source : ShipGaz**

## Global Trade's New Direction

From the softly juddering bridge of the **APL Almandine**, a 290-m-long container ship anchored in Singapore's port, I feel the new Asian rhythm of global trade beating beneath my feet. The claws of three mechanical gantries snatch and lift 6- and 12-m container boxes from a bow the length of two football fields and lower them onto trucks lined up on the dock. The gantries work feverishly, at a pace of roughly 30 boxes an hour, because within 16 hours of its arrival in Singapore, the **Almandine** is scheduled to sail on to the Chinese port of Xiamen with a cargo of animal feed, chemicals and scrap iron. The voyage will be quick, as such trips increasingly are. "The longer the sea passages were, the more I liked it," says the ship's captain, Teoh Beng Teik, with a sigh. "It was so quiet and calm."

Those tranquil transpacific journeys to California are receding like a ship over the horizon, supplanted by accelerating intra-Asian trade. The shift has done more than force shippers like Singapore-based Neptune Orient Lines, owner of the **Almandine** and one of the largest container-shipping companies in the world, to quicken the pace of operations as sailing distances shrink. Management's focus has also sharply swiveled to Asia. "Before, we mainly used to worry about the Christmas season in the U.S.," says Eng Aik Meng, president of APL, Neptune's container-shipping division. "Now we also look at Ramadan, Diwali and Chinese New Year." He's not the only one looking. "There is a very clear surge in intraregional trade in Asia," says Dong Tao, chief Asia economist with Credit Suisse in Hong Kong. Intra-Asian trade (imports and exports) grew at an average annual rate of 13.4% from 2000 to 2009, according to HSBC and the IMF, and is now valued at roughly \$1 trillion. Nearly 50% of Asian exports (excluding Japan) now go to other Asian countries (excluding Japan), according to Credit Suisse, more than the current demand for Asian exports from the U.S., the European Union and Japan combined. The great decoupling argument of the early part of the decade — that Asian prosperity was no longer linked to Western demand — got an empirical test during the Great Recession. The result: "Asia mildly decoupled from the U.S. during the last global financial crisis," says Johanna Chua, Citigroup's chief Asia economist. What is more compelling, however, is that greater trade within Asia is deepening and diversifying the region's economy as well as calling into question the primacy of the U.S. dollar as a reserve currency and an instrument of trade. Asia's economic integration, in short, is starting to mirror that of the European Union over the past two decades.

The rest of the world matters, of course, as both customer and competitor. That point will be underscored at the mid-November gathering in Yokohama, Japan, of the 21 countries of the Asia-Pacific Economic Cooperation (APEC) forum, which encompasses much of Asia in addition to big non-Asian nations like Canada, the U.S., Mexico and Russia. Even so, the main drama will be played out inside Asia. The chief actor in this drama is China, which like a powerful sun is pulling the smaller planets of the continent into its economic orbit. According to research by Citigroup economist Kit Wei Zheng, 73% of Indonesia's exports to China in 2008 were consumed inside China. Citigroup says 71% of Vietnam's exports to China that year also fed domestic demand. About a tenth of all exports from both Indonesia and Vietnam currently go to China, making the Middle Kingdom one of their top trading partners. To be sure, the bulk of China's imports from countries like Indonesia and Vietnam are commodities such as coal or tin or foodstuffs like coffee or shrimp. Even Singapore and South Korea, although more developed economies, still ship primarily electronic components that are assembled in China and re-exported to the U.S. and Europe. Those patterns are changing. Nearly a fifth of South Korea's largely electronic exports to China in 2008, says Citigroup, ended up in China's own stores. A third of Singapore's exports to China that year, similarly, were consumed solely by the Chinese. The fearsome arowana fish that Kenny Yap raises on his jungle-fringed farm in Singapore are one such product. With an opalescent skin of gold or orange and growing as long as a man's arm, a single fish can cost as much as \$20,000. That isn't merely because it's beautiful. It is also reputed to bring fantastic luck. "This fish is believed to be a reincarnation of the dragon," Yap says, explaining that his arowana are carnivores that will eat or kill one another. Exports to China for Yap's publicly listed ornamental-fish-breeding company, Qian Hu, accounted for roughly 10% of its \$69 million in 2009 sales, but Yap aims to triple that number over the next five years. (The rest of his arowana are carefully packed in oxygenated cold water and flown to more than 80 countries around the world.) In some ways, Asia's developing economic unification isn't new. The ancient Silk Road linked China to Persia via the South Asian deserts of Rajasthan, where moneylenders and maharajahs lined the caravan routes and profited by trading in gems and spices. Several centuries later, in 1916, the Nobel Prize — winning Indian poet Rabindranath Tagore roamed from Calcutta to Tokyo in search of "one Asia." The poet's vision was misty, yet by the end of the century Asia was knit together in a manufacturing supply chain that stretched 4,800 km, from Seoul to Singapore. Now history is repeating itself, but with

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a couple of twists. One of them is pertinent to the global debate swirling around the weak U.S. dollar. Partly because the yuan is widely seen as undervalued, making it a potentially attractive currency to acquire, China is increasingly using the yuan under a series of swap arrangements to trade with its Asian partners, including South Korea, Malaysia and Indonesia. Citing a deal HSBC brokered recently between a Chinese tin-can maker and one of its suppliers in Singapore, which was settled in yuan as opposed to U.S. dollars, HSBC's global co-head for commercial banking, John Coverdale, says the bank will focus on more such deals linking Chinese manufacturers with Asian suppliers. "It's not new, but we're going to ramp up this part of our business even more," he says. For China, the incentive to do more such swap deals in Asia is twofold: First, they extend the geographical reach and deepen the liquidity of the yuan. Equally important for a country awash in trillions of dollars, they do not burden China with even more risky, weakening greenbacks.

Although the combined value of swap deals is tiny compared with the daily trade China is still doing in U.S. dollars, analysts say China may be in the early stages of creating a yuan currency zone in Asia. Such a plan could eventually make the dollar debate, passionate though it is, a sideshow in Asia. Says Steve Okun, chairman of the American Chamber of Commerce in Singapore: "Look, no American company in Asia is complaining to us about a weaker dollar. It has benefited some of them. But the issues that come to us are still more about market access and regulation."

In both areas, the U.S. is falling behind in Asia, largely because of its reluctance to implement free-trade agreements in the region. The numbers speak for themselves. China has signed bilateral free-trade agreements with 15 countries in the Asia-Pacific region, including a sweeping pact with the 10 countries of the Association of Southeast Asian Nations that went into effect at the beginning of 2010. The U.S. has signed only two, with Singapore and Australia.

Partly as a result of China's enthusiasm for free-trade agreements, HSBC predicts that trade among Asian countries will rise at an annual average rate of 12.2% until 2020. That is 70% faster than trade between Asia and the U.S. is projected to grow over the same period. "The frustration is palpable among our trading partners as to why we don't get it," says Kevin Thieneman, president of Asia operations for industrial-equipment giant Caterpillar. Thieneman rejects the argument that free-trade agreements hurt the U.S. by outsourcing American jobs. "Naysayers conveniently forget the fact that we have a manufacturing trade surplus with the 17 countries [as a group] with whom we do have free-trade agreements," he points out. Trade between Asia and the U.S. wasn't so contentious a century ago. America's hunger for raw materials was so vast that ships steamed across the Pacific with hulls full of Chinese pig iron and Philippine mahogany to help build out the railways, roads and ports that eventually tied together America's once scattered economic hinterland. The shipper that ruled the waves of the Pacific in those days? A venerable 162-year-old company called American President Lines — now known simply as APL — that was bought by Singapore's government-owned Neptune Orient Lines in 1997. As I gaze over the seas around Singapore from the thrumming bridge of one of APL's ships, it is hard not to be struck by the irony. **Source: Time Inc**



In Rotterdam-Waalhaven the sheerlegs **TAKLIFT 7** started with topling back the **FAIRPLAY 22**  
**Photo's : Michel Kodde ©**

See also Fred Vloo's mini movie at :  
<http://www.youtube.com/watch?v=3hOfAhHnTak>

## Smit gaf aandeelhouders voorkeur boven pensioenfonds

Havensleepbedrijf Smit heeft tot driemaal toe een aanbod van overnamepartner baggeraar Boskalis geweigerd om 25 miljoen euro bij te storten in zijn noodlijdend pensioenfonds. De bestuurstop van Smit gaf er de voorkeur aan te kiezen voor de belangen van de aandeelhouders en het geld als dividend uit te keren. Dat blijkt uit een interview met Boskalis-topman Berdowski, in NRC Handelsblad.

Het pensioenfonds van Smit is een van de vijf fondsen die vanaf begin 2011 noodgedwongen hun uitkeringen korten. Desgevraagd bevestigt Smit-topman Ben Vree het aanbod van Boskalis bij de overnamegesprekken dit voorjaar: „De onderhandelingen over de waardebeoordeling van het bedrijf en de latente tekorten van het pensioenfonds waren al afgerond. Er was een herstelplan en uit onderzoek bleek dat er geen juridische verplichting was tot bijstorting. Van een korting was nog geen sprake.” Vree vond het niet aan hem om „met geld van aandeelhouders en werknemers te schuiven”. **Bron : NRC**

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



**DMS World** seen sailing from Northumbrian Quay, North Shields for Vlissingen this afternoon.

**Photo : Kevin Blair ©**

## Two companies to rival for icebreaker contract, Rosmorport says

State-run Rosmorport company announced, following the processing of tender applications, that two shipbuilding companies, United Shipbuilding Corporation (USC, St. Petersburg) and the Nordic Yards Holding GmbH (Germany) were admitted to bidding for contract for construction of a 25MW icebreaker, the Russian official website of public procurement said. JSC Baltic Shipyard (St. Petersburg) and Maritime Ltd. (Kaliningrad) also had submitted applications for participation in the shipbuilding tender. In September 2010, Rosmorport announced an open bidding for the state



contract for construction of a 25MW diesel-powered icebreaker. According to Rosmorport, the shipbuilding contract may cost about 7.87bn rubles. Rosmorport plans to have a series of three diesel-powered icebreakers built by 2015. FSUE Rosmorport is one of the largest infrastructure companies of Russia. The company's staff is 4,600 employees working in 16 Russian regions. The Company operates in the Russian ports and manages the world's largest icebreakers fleet. **Source : PortNews**



The Steam powered **FURIE** is returning in Maassluis after a delivery of "Sinterklaas"

**Photo : Kees van der Kraan ©**

## **Royal Caribbean International's Allure of the Seas Arrives at Port Everglades to Great Fanfare**

**World's Largest Cruise Ships Allure and Oasis Together for the First Time, Nov. 13**



Royal Caribbean International's newest cruise ship, **Allure of the Seas**, the world's largest and most revolutionary cruise ship, arrived at her homeport of Port Everglades in Fort Lauderdale, Fla., U.S. Veterans Day. Eagerly awaiting and celebrating the ship's arrival amidst thousands of U.S. flags were hundreds of onlookers, including Royal Caribbean executives and employees, community organizations and residents, as well as a flotilla of maritime escorts made up of fireboats and private watercrafts. The second of the cruise lines Oasis-class ships made her U.S. debut following a 13-day transatlantic journey from Turku, Finland. **Photo : Newscom**

The Oasis-class ships will make history once again when **Allure of the Seas** is joined by famed sister-ship **Oasis of the Seas** for a one-of-a-kind visual of the world's two largest ships together for the first time, Saturday, Nov. 13, 2010, at 5:30 p.m. ET. They will meet off

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the Florida coast, where **Oasis of the Seas** guests will flank the top decks to wave at the crew onboard Allure and get an up close and personal peek at the world's newest cruise ship.

In the upcoming week, the ship will be buzzing with activity first with hundreds of landscapers boarding the ship to add more than 12,000 live plants to the ship's Central Park neighborhood as well as other final preparations. NBC's TODAY broadcasts the fourth hour of their show live from Allure on Friday, Nov. 19, from 10:00 a.m. to 11:00 a.m. ET. Kathie Lee Gifford and Hoda Kotb will unveil the diverse line-up of entertainment and innovative onboard amenities that differentiate Allure from Oasis of the Seas. The inaugural activities and events can be followed via webisodes at [www.allureoftheseas.com](http://www.allureoftheseas.com), on Facebook (Royal Caribbean International) and via Twitter by following @OasisandAllure and @RoyalCaribbean. Followers are encouraged to include #Allure in tweets.



Above seen the port of Fort Lauderdale (Florida) on November 13<sup>th</sup>, from left to right are visible HAL's **Zuiderdam**, **Noordam** and **Westerdam**, behind **Zuiderdam** is the **Oasis of the Seas**, behind the **Noordam** but not visible, was docked the **Crown Princess**. Photo has been taken from HAL's **Eurodam**.

Photo : Jordie Kuipers ©



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## Total Container Trade Falls on Declining Asia Shipments

The trade intelligence company revealed that import shipment volume was up 12.84 percent over October 2009. However, total number of shipments declined 2.72 percent from September and increased 10.23 percent over the



previous October Statistics for U.S. port regions revealed that total shipments from Asia declined 4.53 percent from September. Pacific ports reported a decrease of 6.55 percent, while East Coast ports were up 3.29 percent and Gulf ports up 0.71 percent in terms of total TEUs. It was reported that year to date, total import shipments were up 14.21 percent over 2009 and down 2.38 percent on 2008.

Year to date TEUs show similar numbers and were up 16.17 percent over 2009, but down 0.23 percent from 2008. The numbers indicate that individual shipments are larger compared to previous years, according to Zepol Corporation. Although total volume is down, two shipping lines, Maersk and CMA, reported increases over September for total TEUs. The rest of the top 10 carriers saw volumes to the U.S. shrink. Zepol collates data from Bills of Lading entered into the Automated Manifest System. It is the earliest indicator for trade data available for the previous month's import activity.

Source: Supply Chain Digital



File photo of the **FAIRPLAY 22** seen assisting the departing **STENA HOLLANDICA** on September 15<sup>th</sup> 2010-11-14

Photo : Dirk Kleijn ©

## CASUALTY REPORTING



### Explosie en brand aan boord vrachtschip op Noordzee

Zaterdag om 14.00 uur ontving het Kustwachtcentrum van het ms '**Newlead Markela**' (ex **GRAND MARKELA**), de melding dat er een explosie had plaats gevonden in ruim 2 waarna er brand was uitgebroken. Bij deze brand, welke inmiddels onder controle is, heeft één opvarende 2e graads brandwonden opgelopen. Op dit moment laat het



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Kustwachtcentrum door een helikopter van het Defensie Helikopter Commando de gewonde persoon van boord halen en naar het ziekenhuis brengen.



Boven de **Newlead** gezien als **Grand Markela** 10-09-2009 in IJmuiden – **Photo : Marcel Coster ©**

De **Newlead Markela**, varende onder de vlag van de Marshall Eilanden, bevindt zich op dit moment ongeveer 85 kilometer ten noordwesten van Den Helder en vervolgt zijn reis naar Swinoujcie in Polen. Er is geen gevaar voor het schip en de 25 koppige bemanning. Het 223 meter lange schip is geladen met kolen

## NAVY NEWS



Above seen the **HMS Ark Royal** last Saturday (13.11.10) berthed at Glen Mallon, Loch Long, Firth of Clyde, Scotland, it is reported that this will be her last visit to Scotland before she is decommissioned from the Royal Navy.

it is ironic she was framed by a rainbow. **Photo : Iain Forsyth ©**

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## SHIPYARD NEWS



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### South Korean yards in bribery scandal

15 executives at South Korean Yards have been arrested by the police on suspicion of taking bribes. 12 of the executives comes from Hyundai Samho Heavy Industries and three are from Daehan Shipbuilding, Sea Trade Asia online reports. All together, the executives are believed to have taken "hundreds of million won" in bribes (WON 100 million equals USD 91 million). 13 sub contractors are also under investigation for taking bribes. **Source : ShipGaz**

### Krasnoye Sormovo shipyard posts net income of RUB 337,8m.

Net income of MNP Group's JSC Krasnoye Sormovo Plant (RAS) for the nine months of this year rose by 7.6% from results a year earlier, to 337,803,000 rubles, the company's financial statement said. Revenue for the period amounted to 3,068,327,000 rubles, a 11.3-percent gain as compared with 9 months of 2009. The proceeds growth was primarily due to completion of more shipbuilding contracts in the reporting period.

Nizhny Novgorod-based Shipyard Krasnoye Sormovo Plant is one of the oldest Russian shipbuilding companies (founded in 1849). All vessels built at the Krasnoye Sormovo meet the requirements of MARPOL conventions, having the state-of-the-art equipment. MNP Group (Sea, Oil & Gas Projects) is the Company Manager of shipbuilding projects. The Group incorporates Plant Krasnoye (Red) Sormovo (Nizhny Novgorod), Sormovskoe (Sormovo) Engineering (Nizhny Novgorod) and the Volga-Caspian Design Bureau (Nizhny Novgorod).

Plant "Red Sormovo" - one of the oldest Russian shipbuilding companies, founded in 1849. The shipyard has made a tremendous contribution to the development of submarine and domestic commercial fleet. Group of companies "MNP project is owned 52.33% of ordinary shares in the company, JSC Western Shipbuilding Center - 44.58%. **Source : PortNews**

### Northrop Grumman cuts jobs at Newport News

Northrop Grumman Shipbuilding has cut around 380 salaried employee jobs at its Newport News, Va. shipbuilding facility. The cuts were effective Friday. All impacted employees will receive information on eligibility for severance benefits and other career and other transition services to assist them in finding employment. Of the approximately 380 affected employees, over 100 have been identified as having prior trades experience and have been offered hourly positions, such as welders, electricians, for example. Calling the cuts "a necessary step to improve efficiency across the organization," Matt Mulherin, VP and general manager of Northrop Grumman Shipbuilding - Newport News, said that "while this is a very difficult decision, it is a critical and necessary step in order to control costs, effectively manage overhead, improve efficiency and lower the acquisition costs of our products to better secure the future of our



shipyard and the affordability of the ships we build and overhaul for the U.S. Navy." Northrop Grumman said the job cuts were the first reduction Newport News has experienced in over a decade. It said only salaried workers were impacted and that the cuts were "driven, in part, by the completion of major milestones on existing contracts. The largest example is the near completion of the Gerald R. Ford aircraft carrier design."

"We regret that we cannot always prevent reductions, but we will continue to work to keep them to a minimum," Mr. Mulherin said. "We understand the impact this has, not just to our employees and their families, but also to our communities." **Source : MarineLog**



Several tugs seen moored at the Damen premises during the open day at the shipyard

**Photo : Rob & Frits van der Hoek ©**

## **Turkmenistan to order 4450dwt tanker from Estonian shipyard**

State Service of Maritime and River Transport of Turkmenistan will sign a contract worth \$10.8 million for the purchase from shipbuilding company Reval Shipbuilding OU (Republic of Estonia) a 4.450DWT tanker for transportation oil, petroleum products and chemical products. The tanker is intended for Turkmenistan Dept. of Merchant Fleet. Earlier, the Turkmenistan President Berdimukhamedov signed a corresponding decree, the Turkmenistan President's press service reported.

The Russian shipyard Krasnoy Sormovo (of MNP Group, Nizhny Novgorod) has a portfolio of newbuildings ordered by Turkmenistan. The first ship of a series of 7,000DWT tankers has been delivered to the customer. Earlier, Krasnoye Sormovo had built 2 more tankers for this country. **Source : PortNews**

## **From the Philippines, world-class ship sails into history**

After the wooden image of the Sto. Niño de Cebu was installed on the ship's bridge, the 180,000 deadweight-ton **Tenshu Maru** under the control of Capt. Benito G. Bantang sailed into history at noon of November 10 as the biggest ship so far produced by a local shipyard. **Tenshu Maru** with hull number SC-185 is the 120th vessel built at the Balanban, Cebu shipyard of Tsuneishi Heavy Industries (Cebu) Inc., the 16-year-old joint venture between Tokyo-based Tsuneishi Group (80 percent) and Aboitiz Group, the Philippines' largest shipping company. It was built for Chijin Shipping SA of Japan and will fly under the Panamanian flag.

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Aboitiz & Co. chairman Jon Ramon Aboitiz said during the naming ceremony last week that the Tenshu Maru, which is eight stories high and 30 stories from bow to stern, helped solidify the Philippines' position as the fourth largest shipbuilding country in the world, after Korea, China and Japan. President Aquino led the ceremony.

The shipyard's order book is full until 2013, and plans are underway to further expand the shipbuilding facility to accommodate the expected influx of orders following the successful launch of **Tenshu Maru**, designed to transport major commodities such as coal, ore, phosphate and grains like wheat.

THICI director Roberto E. Aboitiz says in an interview that there are at least 100 hectares more available for development into either an industrial estate or another slot for a slipway where ships can be built. "With economic growth picking up, the group sees good prospects. One has to be hopeful always," Aboitiz says, adding that even with the downturn in the global economy over the past two years, there were no order cancellations. The 57-year-old Bantang, a 30-year veteran of the high seas, says he and the rest of the 22-man all-Filipino crew are proud to take over the controls of **Tenshu Maru**, which can carry up to 170,000 DWT of cargo. "We are honored and privileged to be part of this milestone in the Philippines' shipping industry," Bantang tells SundayBiz, "This ship shows the respect and recognition that the world has for the Filipino when it comes to shipping."

Chief Mate Rollie Balaoing of Cavite adds: "We are proud to represent the biggest ship produced in this country. We are honored." **Tenshu Maru** sailed first for Singapore last Nov. 10 to refuel and get supplies before heading for Brazil, where it will get its first shipment of iron ore for delivery to either Japan or China. The journey to Brazil in South America is expected to take 28 days. Because of **Tenshu Maru's** size, it can no longer go through the Panama Canal, so it has to go around the Cape of Good Hope in Africa to transport goods from Asia to Europe and back. THICI started 16 years ago by producing 28,000 DWT ships. Then it moved up to 52,000 DWT and 58,000 DWT bulk and car and truck carriers. Later it moved on to Panamax-sized ships at 90,000 DWT, which is the maximum that can be accommodated by the Panama canal. With the jump to 180,000 DWT, Aboitiz says **Tenshu Maru** tells the world that "Filipinos can build world-class ships that can go around the world." **Source : Inquirer**



Above the **Eridge** seen in Ubu Brazil being assisted by Tug **CNL Ruby** aft and two others from the same company seen in the background - **Photo : Mike o/b Seven Oceans ©**



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The editor of the shippingnewsclippings **Piet** seen with two the readers / contributors from "Down Under", on the left **John Nunn** and on the right **Andrew Mckinnon**

## Port of Halifax is bidding to attract trade flows from India

The Port of Halifax in Canada, which is projected as the gateway to North America from India and South-East Asia, is trying to spread its wings in India, according to Exim News Service. In this connection, officials of the Port of Halifax

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recently held a meeting here to elaborate on their future plans in India. Talking to Exim India, Mr Homi Katgara of Jeena & Co., which represents Halifax Port Authority in India, said, "Our goal is to make Port of Halifax a premium port of choice for the India trade lane. We equate it to what Vancouver has now become to the China trade lane for Canadian trade."

Elaborating on its operations in India, Mr Katgara said, "we have been participating at various fora and logistics exhibitions and have also successfully led two delegations in conjunction with the Confederation of Indian Industry (CII) to Halifax." The port had also signed a sister port agreement with Chennai Port two years ago and earlier this year a delegation from Chennai Port visited Halifax for three days, he pointed out. The year 2011 will see exciting business exchanges between India and Canada. The Port of Halifax will take some concrete steps which would translate into actual increase in trade volumes between the two countries. Regarding the advantages of the Port of Halifax, Ms Alison Winsor of Halifax Port Authority, said, "The port is the new Atlantic gateway, it provides a vital competitive edge in the supply chain for many of today's retailers, importers, exporters and business owners." The Port of Halifax could handle 2.5 million TEUs with minimal expansion and efficiency and upgrades. It offers services of three-fourth of the world's top 15 shipping lines, has a favourable US currency exchange rate, on-dock-direct-to-rail discharge facility, 24/7 service terminals, temperature-controlled warehousing and terminals to service bulk, break-bulk, ro-ro and project cargo, Ms Winsor outlined. Halifax via the Suez Canal is one full day closer to South-East Asia than other North American East Coast ports. The port offers an efficient rail connection to key markets, unparalleled transload and warehousing resources, expanded cold storage infrastructure, freight forwarding, low dwell time and several other advantages to its customers. The port has two modern container terminals and is one of the very few ports on the East Coast of North America capable of handling fully laden post-Panamax vessels.

Source: transportweekly



The **St. Helena** seen taking bunkers in Cape Town from the **SOUTHERN VALOUR**

Photo : Aad Noorland ©

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## S.Korean shipping line wins \$297m long-term contract

STX Pan Ocean Co., South Korea's leading bulk shipping line, said Monday that it has won a 330bn won (\$297 million) deal from a South Korean power firm to transport coal for 15 years.

Under the deal with Korea Southern Power Co., STX Pan Ocean will transport 35 million tons of coal to South Korea from Australia and Indonesia starting in 2014, the company said. So far this year, STX Pan Ocean has won shipping deals valued at around 7 trillion won. **Source:** [longshoreshippingnews](#)

## Valletta, Malta welcomes Queen Elizabeth



Photo : Gejtu Spiteri

Malta's historic Port of Valletta has welcomed **Queen Elizabeth** for the first time this Saturday 13th November. The vessel was greeted with an 8-gun salute from Valletta's Barrakka Gardens as she went into the Grand Harbour, while a considerable crowd applauded the vessel. Meanwhile a fifteen-piece band greeted the liner with a number of lively tunes including a number of British and Maltese compositions.



Left seen **Capt. Lawrence Dalli** presenting a souvenir of **QUEEN ELIZABETH** maiden call to Malta to **Capt. Christopher Wells** in charge of Cunard latest cruise liner **QUEEN ELIZABETH**. This was held aboard the liner at the Midships Bar while berthed at Pinto 1 and 2 wharves, Valletta, Malta.

**Photo :** [Malta Ship Photos - www.maltashipphotos.com](#) ©

The customary plaque exchange ceremony with the Captain took place on board the ship, together with Mr. John Portelli, CEO of VISET, operators of the Valletta cruise port, and Ms. Michela Mifsud, daughter

of MBL Directors, Mr. Ivan and Ms. Maria Mifsud, Cunard's port agents since 1945. In the evening, prior to the ship's departure, guests onboard were treated to an Inguardia re-enactment, showing events happening during the Knights of St John period, courtesy of the Malta Tourism Authority.

To discover more about this and other events visit: [www.vallettawaterfront.com](http://www.vallettawaterfront.com)

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## New Vietnam-North Europe shipping service launched

HCMC - CMA CGM's French Asia Line 3 (FAL 3) service between Vietnam and North Europe has started, with the container vessel *Otello* departing from SP-PSA international port in Ba Ria-Vung Tau Province on Wednesday.



The **CMA CGM OTELLO** – Photo : Mariojn van Hoorn ©

The **CMA CGM Otello** and nine sister ships are among the largest vessels in the Vietnam-Europe direct trade and sail weekly from SP-PSA to Port Kelang, Malta, Le Havre, Dunkirk, Zeebrugge, Hamburg, Rotterdam, Zeebrugge and Southampton before returning to Asia.

Jean-Charles Tassoni, general director of CMA CGM Vietnam JSC, said in a statement, "The CMA CGM offer between Asia and Europe is unique and we are proud to be the first to deploy large vessels calling directly in Vietnam."

The introduction of this new direct service provides shorter transit times and enhances service levels for importers and exporters to key European and Mediterranean markets, Tassoni said. Feeder services linking SP-PSA with Central and Northern Vietnam and Cambodia will also provide connectivity for cargo owners in those areas with FAL 3 and other services at SP-PSA. Le Cong Minh, chairman and general director of Saigon Port and chairman of SP-PSA, said FAL 3, the first direct Europe service, adds to the existing service links to the U.S. and increases the range of shipment options for cargo owners via SP-PSA. **Source : The Saigon Times Daily**





Above seen the 134 mtr long **FRIO LAS PALMAS** departing from the port of Harlingen with a draft of 6.6 mtr, loaded with 3000 potatoes bound for Mostaganem Algeria, the pilot onboard was Kiewied.

Photo : crew Tiger ©

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The **DISNEY DREAM** arrived in the Eemshaven and as seen above is preparing for her first dancing steps offshore

**Photo : Jan Egberts ©**

## **Wilhelmsen Ships Service moves 11 tonne rudder across the world for Pacifica Shipping**

Wilhelmsen Ships Service helped Pacifica Shipping, a New Zealand company, move a new eleven tonne rudder and stock literally across the world when one of their vessels had its rudder damaged Pacifica Shipping had to source the replacement equipment from The Netherlands, almost the opposite side of the world to Christchurch, New Zealand, where the vessel was awaiting these parts. Wilhelmsen Ships Service used its unique Ships Spares Logistics service working from its central European Freight Forwarding Centre (FFC). This is the company's single point of contact whose specialist knowledge manages the delivery of spare parts from manufacturer to vessel. The units were too large and heavy for hold cargo in passenger aircraft so they were restricted to freighter aircraft which could only land at Auckland. Wilhelmsen Ships Service then had to move the units some 1100kms from Auckland to Christchurch with a choppy ferry crossing between the North and South Island in between.

On arrival, the units were quickly cleared by Customs and Quarantine due to Wilhelmsen Ships Service's thorough preparation of paperwork. They were first loaded onto a heavy lift truck at the airport then loaded onto a line haul truck for the journey south. Wilhelmsen Ships Service photographed and measured the equipment to make sure it was correctly supplied before the overland shipment began. The units, which totalled 11400kgs, were transported to Christchurch without incident, being delivered in a little over 24hrs after arrival in Auckland. Steve Chapman, General Manager Operations for Pacifica Shipping, praised the effort. "Wilhelmsen Ships Service undertook the logistics task of moving some 11 tonnes of fabricated steel from the Netherlands through to New Zealand with an absolute minimum of fuss, yet with maximum efficiency," he said. "The rudder and the rudder stock each represented a challenge in itself in terms of sheer weight and size." He continued, "The timeline that Wilhelmsen Ships Service operated to exceeded all our expectations. In an industry in which we at Pacifica Shipping also have a lot of experience, this is what all clients expect from logistics specialists, such as ourselves. Therefore it was particularly pleasing to deal with a transport operator with the same ethos as our own, with one person co-ordinating both the movement and the communications with the client from door to door." Pacifica Shipping has been in business for 25 years operating a fleet of coastal vessels. **Source: Wilhelmsen Ships Service**

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## 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 vouwriil geleverd.

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

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

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





The bad weather over Northwest Europe last week was also the reason for some lifeboat stations along the Dutch coast to conduct exercises to keep the crew trained, above seen the Katwijk aan Zee beach launched lifeboat **DE REDDER** operating close inshore during an exercise

**Photo : Arie van Dijk ©**

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