


DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 322



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The FAIRPLAY 22 seen lifted by the TAKLIFT 7 and getting pumped out during the refloating operation in Rotterdam-Waalhaven

Photo : Ropaphotos - www.ropaphoto.webs.com

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EVENTS, INCIDENTS & OPERATIONS



The **RIVER PRIDE** seen rolling at Wandelaar pilot station.

Photo : Ronald Ribbe - <http://communities.zeelandnet.nl/data/rorifocus/> ©

Spectacular salvage operation in the North Sea



Last weekend the salvage company **J A Rederiet (Jens Alfastsen)** conducted a spectacular salvage operation in the North Sea. In heavy weather and winds up to 25 m/s the Dutch owned tug **Compass** lost its tow some 28 nautical miles west of Hvide Sande while on a voyage from England to Larvik in Norway.

Photo : Bent Mikkelsen ©

The tug was unable to reconnect with the barge **Stema Barge II**, which was drifting towards the Danish coast. J A

Rederiet's owner Jens Alfastsen was contacted and found a rather unusual solution – he and a team of three salvors were airlifted with a helicopter to the drifting barge. The salvage team managed to establish a new towline on late

Friday night when the barge was only some five nautical miles from the shore. The **Stema Barge II** was then towed slowly to its destination in Norway with the Danish tug Lucas as assisting tug in case of further emergency. **Source :** ShipGaz



The **AILA** seen at a misty Westerscheldt River off Terneuzen last Tuesday – **Photo : Sjaak Klaassen ©**

Turkish fines on grey water pollution

The BIMCO Secretariat has been informed that the Turkish Authorities have been imposing fines on ships for polluting the sea with grey and/or galley water whilst entering Turkish ports. Fines are calculated based on the vessels' gross tonnage and bear no relation whatsoever to the damage or alleged damage caused by the pollution, which results in small spills of grey water triggering large fines. According to local port regulations, discharge of engine bilge or oil waste and garbage into the sea is strictly prohibited. The penalties charged by Turkish authorities for air or environmental pollution are severe. The minimum fine is established by the country's annual "Budget Law" beginning at 1 January each year. As grey water is not specifically mentioned in local port regulations (which contravenes US EPA VGP regulations), the Master may mistakenly believe that such discharges are permitted, notwithstanding copies of the local regulations which may have been furnished to the Master.

According to Turkish Environmental Law it is prohibited to release directly or indirectly any kind of waste or leftovers into the environment. The Turkish Environmental law seems to have given "any kind of waste" a very broad meaning and thus includes grey water as a pollutant. Where there is a possibility of pollution, any authorised personnel are obliged to prevent this pollution and the individuals causing the pollution are obliged to take the necessary precautions to minimise any effect thereof.

The Turkish Authorities regard any kind of waste as a pollutant. Furthermore, article 181/182 of the new Turkish Criminal Code No.5237 (entered into force the second half of 2009) provides for imprisonment for intentional or negligent pollution of the environment. It has been reported e.g. in a recent case where the Turkish Authorities imposed a large fine due to pollution by grey water (galley water) discharged into the sea while the ship was at berth. The port authority inspectors probably became aware of the discharge and took samples whilst the dirty water was being discharged overboard from cabin bathrooms. Another ship was also fined when it was leaving berth in a Turkish port for the anchorage area. This happened when the crew was washing the compass deck and bridge wing with a fire hose, the port authority inspector came alongside the vessel and took some samples of the sea water on both the starboard and port side scuppers of the vessel. The fine was imposed due to dirty water (oil, dust residues and some foreign materials) on deck leaking into the sea. **Source: BIMCO**



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The **ECHO** with **Capt Joop van de Wijngaart** seen passing Sint Annabaai (Curacao) whilst enroute from Puerto Cabello (Venezuela) to Kingston (Jamaica)

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

Zeeschepen botsen op kanaal Gent-Terneuzen

Op het Kanaal van Gent naar Terneuzen zijn dinsdagmiddag twee zeeschepen op elkaar gebotst. Het zijn een Russisch schip dat op weg was naar de Westerschelde en een schip uit de Bahama's, dat de Zevenaarhaven binnen wilde varen.

Beide schepen liepen schade op. Het schip uit de Bahama's raakte bij de aanvaring het zwaarst beschadigd en heeft enkele gaten boven waterniveau. Er vielen geen gewonden. Niet duidelijk is of de aanvaring te maken heeft met de grote drukte voor de sluisen van Terneuzen. Die zijn vanwege het hoge water in Zuid-Nederland maar beperkt open. Voor de sluisen liggen meer dan honderd schepen te wachten om geschut te worden.

Op het moment van het ongeluk hing er ook dichte mist. De politie denkt dat de communicatie tussen de loodsen op beide schepen niet goed is verlopen. Naast de scheepvaart ondervindt ook de luchtvaart hinder van de mist. Zo is vliegveld Eindhoven sinds vanochtend half tien gesloten en zijn negen vluchten geannuleerd. **Bron : NOS**

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



AUDACIA seen after anchor installation, starting up on the **Chevron B13** pipe line with **CALAMITY JANE** doing survey.

Photo : Audacia mechanic's ©

Coast guard officer says he leaked video of Japan-China ship collision to show the world

A Japanese coast guard officer said he leaked a video to YouTube of collisions between a Chinese fishing boat and Japanese patrol vessels because he wanted to show the world what happened. The Sept. 7 incident and subsequent diplomatic spat between Tokyo and Beijing has prompted nationalistic protests in both countries and strained Japan-China ties.

The 43-year-old officer released a statement Tuesday saying he is still convinced he was right to leak footage of the collision that occurred near disputed islands in the East China Sea — though he says it may not have been acceptable as a public servant. The Japanese government had confirmed the footage as authentic although has not released any of its own to avoid further inflaming tensions. A group of legislators saw an edited version of it in a closed session. Police have questioned the coast guard official, and investigators are deciding whether to press charges. So far, he has not been arrested.

The video, which captures scenes of the fishing boat apparently ramming into the Japanese ships amid wailing sirens and orders from the patrol boat to stop, popped up on YouTube about 10 days ago. The footage was widely broadcast on Japanese television. Last week, the officer acknowledged that he posted the video from an Internet cafe in Kobe, in western Japan. His name is being withheld because he has not been arrested or charged. "I just wanted as many people as possible to see the events that are occurring in the Japanese seas so that each person can think about it, make a judgment and take action," he said in a statement released by his lawyer. "I still believe what I did was right, but I regret it was unacceptable as a public servant." The incident has dented ties between the major trading partners. Beijing's reaction to the collision was particularly strident, demanding an apology and compensation. That stunned Tokyo, which countered by demanding payment for damages to the patrol boats. China also postponed talks

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 322

on the joint development of undersea natural gas fields and imposed a de facto ban on exports to Japan of rare earth elements, essential for making high-tech products.

Investigators reportedly have decided not to arrest the officer as he is unlikely to try to destroy evidence or escape. They also have trouble determining whether the video leak constituted a breach of confidentiality, an official familiar with the case said on condition of anonymity, citing sensitivity of the issue.

If charged and convicted of violating laws requiring secrecy by public servants, he could face up to a year in prison or a 500,000 yen (\$6,000) fine. National Policy Minister Koichiro Gemba said the officer deserves a severe punishment. "We must take seriously lack of discipline at armed organizations such as the Self-Defence Forces, police and the coast guard, or social order cannot be maintained," he said **Source : Google / Canadian press**



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Maersk Line is most reliable carrier



The **MAERSK EMDEN** seen enroute Zeebrugge

Photo : Ronald Ribbe - <http://communities.zeelandnet.nl/data/rorifocus/> ©

Maersk Line has consolidated its position as the most reliable of the top 20 largest carriers in the third quarter of the year. The carrier said the reliability performance ranks among that of the world's most punctual airlines Maersk Line increased its schedule reliability performance to 78.9% between July and September up more than two percentage points from its second quarter performance of 76.5%, according to the 'Schedule Reliability Insight Q4 2010' report by

Drewry Shipping Consultants. While the industry average reliability increased to 60%, the strings wholly operated by Maersk Line recorded a reliability performance of 91.4% quite an achievement, according to the Head of Operations Execution, Asger S. B. Lauritsen. "On our own strings, we have shown to be on a par with the some of the world's largest and most punctual airlines," said Lauritsen.

"Scandinavian Airlines scored 92.8% during August and was crowned the world's most reliable, but it offers far more direct routes and only tends to cover one weather zone." "This underlines the scale of our achievement and gives us the belief that we can close in on our target of 95%," Lauritsen says, and adds: "The constant improvement in our schedule reliability is of great importance to our customers, and we're proud to offer them the industry's most reliable service." The major restraining factor once again is the reliability of the strings covered by Vessel Sharing Agreements (VSA) and slot charters. While it appears that, in reliability performance terms, only Maersk Line's partners benefit from shared services, Lauritsen points out that only by "imposing our way" in these alliances has Maersk Line been able to retain its number one position. "It's clear that we need to be stricter with our partners if we are to hit 95% reliability," he says. "But the report shows that the efforts we have already put in to these partnerships are starting to pay off." **Source: Manila Bulletin**

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Filipino Swire captain faces Queensland oil spill trial

THE Filipino captain of cargo ship, the **Pacific Adventurer**, who has been blamed for one of Queensland's worst oil spills, is expected to face trial in the new year. Bernardino Gonzales Santos, 48, and the owner-operators, Swire Shipping, Swire Navigation, China Navigation and Blue Wind Shipping, will each face one charge of discharging oil into coastal waters, reports the Australian Broadcasting Corporation.

The accident happened when cargo containers fell overboard from the ship last year, piercing the hull, releasing 270,000 litres of oil into the sea with some washing up on Queensland beaches. A pre-trial hearing has been set for January when a trial date is expected to be set. The report added that the prosecution will centre its case about claims that the lashings securing the containers were poorly maintained. **Source : Schednet**



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Full Steam Ahead on New Rainbow Warrior

Five months after start of construction, the finished hull of Greenpeace's new **Rainbow Warrior** is being transported today from the Maritim Shipyard in Gdansk, Poland to the Fassmer Shipyard in Bremen, Germany. Towage by tug boat of the 340 tonne hull, measuring 57,92m long x 11,30m wide, will take approximately 2 days.

Photo' : Wim Martens ©

"Now more than ever - as the threat of irreversible climate change looms and governments appear unwilling to make necessary changes - it is the duty of all of us to protect our planet for generations to come" said Kumi Naidoo, Executive Director of Greenpeace International. "The new Rainbow Warrior will play a vital role in our campaigns to stop global warming and establish climate justice. She will lead a fleet that allows us bear witness to environmental crimes as they are being carried out, take part in non-

violent direct actions and block shipments of hazardous materials like nuclear waste and illegal drivers of climate change (including timber, oil, palm oil and coal)".

The new **Rainbow Warrior** will be the first purpose built vessel in the Greenpeace International fleet. She is designed to be a sailing ship thus using wind energy instead of fossil fuel, but with the option in unsuitable weather conditions to switch over to engine-powered, diesel-electric propulsion. Her striking A-frame mast design, which will rise 55m above the water, as well as the positioning of the sails has been optimised for efficiency and the shape of the hull has been designed for maximum fuel conservation. She will be fast and flexible (to follow nuclear transport, illegal fishing vessels or whaling ships) and solid enough to

travel globally to document climate change phenomena. Among other exciting design features is the built-in satellite uplink, which will provide a 24/7 broadband connection, providing the world with incredible access, images and contact with the crew as the ship continues her mission. This also allows many millions of people to join as virtual rainbow warriors. Specially designed A-frame davits will allow for the rapid deployment of inflatables - a key tool in confronting environmental abuse.

"By taking advantage of the latest in green technology and maximizing our use of clean, abundant wind energy, the new Rainbow Warrior will help us reduce our carbon footprint while maintaining our strength as a leading force in environmental protection. Hopefully our investment in clean energy will inspire others to do the same" Naidoo added.

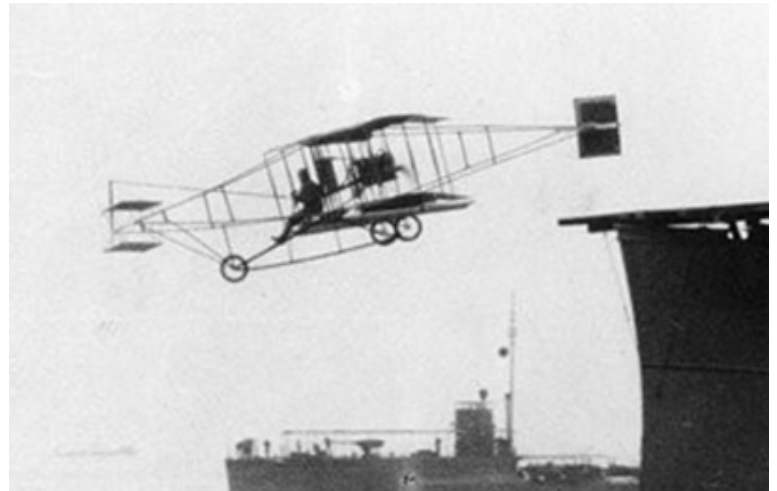


The new vessel will be the third to carry the name **Rainbow Warrior**, which was inspired by a prophecy of the Crea Indians: "There will come a time when the Earth grows sick and when it does a tribe will gather from all the cultures of the world who believe in deeds and not words. They will work to heal it ... they will be known as the "Warriors of the Rainbow." The original **Rainbow Warrior** was destroyed in 1985 with a bomb planted by agents working for the French government - photographer and father of two, Fernando Pereira was killed. The second Rainbow Warrior, converted trawler like the first, will reach her decommissioning date this summer.

The ship's masts will be constructed at the Rondal yard in Vollenhove, the Netherlands and transported to Germany in the Spring. The remaining construction will be carried out on the Fassmer premises and is scheduled to be completed on 14 October 2011 in time for the environmental organisation's 40th anniversary in the fall of 2011. Fundraising for the EUR 23.2 million project is still underway.



NAVY NEWS



Retired Navy **Cmdr. Bob Coolbaugh** pilots a replica of a **Curtis Pusher Biplane** on the flight deck of the aircraft carrier **USS George H.W. Bush (CVN 77)**. The original aircraft was flown off the deck of the light cruiser **USS Birmingham** by **Eugene Ely** on Nov. 14, 1910 to launch naval aviation. **Photo : U.S. Navy**

CG cutter Jarvis returns home to Hawaii

The Honolulu-based Coast Guard cutter **Jarvis** has returned home. After three months at sea that took the 378-foot-long high-endurance vessel 5,000 miles, the **Jarvis** returned to its Sand Island berth on Monday. During its journey, the cutter supported the United Nations moratorium on illegal high seas driftnet fishing and participated in the multilateral North Pacific Guard event hosted by the Russian Border Guard in Vladivostok, Russia.

Later, two officers from the Chinese Fisheries Law Enforcement Command boarded the **Jarvis** for driftnet fishing patrols. The **Jarvis** crew also volunteered at an orphanage and a children's cancer hospital. **Source : NavyTimes**

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HMS Manchester Cuba Visit



A General view of the United Kingdom's Royal Navy ship **HMS Manchester** moored in Havana, Cuba, 15 November 2010. She is the first Royal Navy vessel arriving to Cuba since 1957 when 'Frigate **HMS Bigbury Bay**' visited Havana. **HMS Manchester** is in the Caribbean region as part of her seven-month North Atlantic deployment. EPA/STR

Work Starts on 1st of 2 Stealth Ships for UAE Navy



There was a traditional sheet cutting ceremony marking at Muggiano shipyard (La Spezia) to mark the commencement of construction of the first of two "Falaj 2" stealth vessels which have been ordered from Fincantieri by the United Arab Emirates Navy.

Signed at the beginning of the year the contract includes an option for the Emirate Navy to order a further two sister ships, in addition to the transfer of Fincantieri technology to a local shipyard. Delivery of the vessel is scheduled in the second half of 2012.

At 55 metres with a beam of 8.60, these patrol vessels have a maximum speed of over 20 knots and can accommodate a crew of 28. Their main feature is their particular stealth structure which makes them difficult

to track. The vessels are also highly flexible, capable of carrying out a range of mission profiles - from patrol and control operations to self-defence in the face of threats both from the air and the surface - in the context of national and international operations, whilst at the same time providing high standards of accommodation and safety.

The market of the Emirates, where last year there was a first important order for an "**Abu Dhabi class**" corvette - currently under construction at Riva Trigoso shipyard - has become increasingly strategic per Fincantieri, both in terms of naval and civilian business opportunities, as witnessed by the launch of the joint venture in the area "Etihad Ship Building", recently announced during the "Euronaval" fair. The new company will be tasked with the design, construction and sale of a range of merchant and naval vessels as well as managing maintenance and refitting activities. **Source : Defence Talk**

Buying submarines that nobody can operate is a bit foolhardy

The SA Navy submarine **SAS Manthatisi** could not put to sea because she did not have a trained crew, SA Navy's chief director maritime strategy, Rear-Admiral Bernhard Teuteberg, told members of Parliament's defence portfolio committee.



Photo : Piet Sinke ©

Teuteberg, said the fact that the submarine was currently dry-docked at the Simon's Town naval dockyard was "not only the batteries" as alluded to by Defence Minister Lindiwe Sisulu, early this year in a written reply to a parliamentary question.

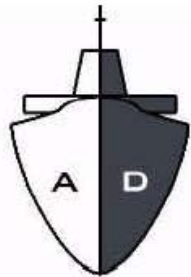
She said the **Manthatisi** was languishing in the submarine shed at the naval base "to minimise exposure to the elements while its batteries are being subjected to maintenance". Okay, I am thinking here why spend billions of rands on submarines when we don't have crews to operate them? But I guess it's just me thinking.

It's like buying a Lamborghini before getting your drivers licence, and then realising much later that you in fact need to learn how to drive and get a licence – a conclusion that only needs common sense. If we can't operate them, we might as well loan them to the Somali pirates – that way we will get some money out of owning them.

Source : timeslive.co.za

SHIPYARD NEWS

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Hanjin Heavy's Philippine unit wins order for 8 container ships

Hanjin Heavy Industries & Construction Co., a South Korean shipbuilder, said Tuesday that its unit in the Philippines has won an order to build eight container ships. Under the deal with Delphis of Belgium, the unit will deliver the vessels from the first half of 2013, Hanjin Heavy said. **Source: Yonhap**



In the early morning of Wednesday 17th of November De Haas Maassluis new build **RWS 77** went on the first trials.

She is the 7th new build in a series of ten build for the Dutch Ministry of Transport, Public Works and Water Management **RWS 78** is build at this moment on the yard and will have a complete different look as the sister ships. pictures can be found at : <http://www.photomaassluis.com/de-haas-maassluis>

photo : Cees Kloppenburg ©

Vietnam: Government didn't prevent inspections of troubled shipbuilder

The Government Inspectorate didn't cancel inspection and the government didn't prevent the agency from investigating the Vietnam Shipbuilding Industry Group (Vinashin), according to the Chief Government Inspector Tran Van Truyen This was Truyen's answer to National Assembly deputy from Hung Yen province Vu Quang Hai's question of why Vinashin was inspected for 11 times but its huge debt (over \$4.5 billion) was not discovered earlier. In his dispatch to deputy Hai, Truyen made clear the contents of the 11 inspections at Vinashin from 2006 to 2009. Among the inspections conducted by the Government Inspectorate only one was done at the three national laboratories in

which Vinashin invested. There were four specialized inspections implemented by the Ministry of Finance (the management and use of international bonds in 2006 and financial management in 2009), the Ministry of Construction (investment at Can Tho Waterway Transport Company and Saigon Shipbuilding and Maritime Co., Ltd in 2007), the Ministry of Planning and Investment (investment and development plan in 2008).

in 2009 The Party conducted an inspection of Vinashin's implementation of policies and laws on using and managing state capital. There were four independent audits done by KPMG of Vinashin's financial reports from 2006 to 2009. Truyen said that the Finance Ministry performs annual inspections or unscheduled inspections of the management and use of capital from international bonds. The total number of inspections at Vinashin is 13 if the inspections by the Central Inspection Committee and the Government Inspectorate in 2010 are included. "But each inspection only focused on one or a certain number of questions/aspects," Truyen said. The Chief Government Inspector also explained why some of the inspections in 2009 and 2010 were cancelled. In late 2008, the Government Inspectorate added Vinashin to its inspection schedule/agenda for 2009, which was approved by the Prime Minister. However, Vinashin asked for postponing the inspection. "We didn't agree to postpone the inspection but on April 23 2009 the Government Office issued the PM's instruction saying that inspections at state-owned groups would be delayed in order to focus all efforts on preventing economic slowdown, ," Truyen explained. The Government's inspection of Vinashin was delayed again to not overlap with that of the Central Inspection Committee. It was carried out on July 2010 when Vinashin's violations were pointed out by the Central Inspection Committee. Truyen said the comprehensive inspection of Vinashin was completed last week and the results were sent to the Prime Minister.

Source: VietnamNet Bridge

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Navantia Launches the Fifth Frigate for the Spanish Navy



Navantia has launched on 4th. November, at 14:35, in the Fene-Ferrol shipyard, the F-105 frigate "**Cristóbal Colón**", fifth of the F-100 series, that Navantia has built for the Spanish Navy since 2000.

The godmother has been H.R.H. Margarita de Borbón and has counted with the attendance of the Chief of Navy, Manuel Rebollo, the Vice-President of SEPI, Federico Montero and the President of Navantia, Aurelio Martínez.

The construction of this frigate started in June 2007, the keel was laid in February 2009 and it is expected to be commissioned to the Spanish Navy around summer 2012.

The F-105 incorporates modifications respect to other F-100 units, derived from the improvements achieved in the productive process and from the experience gained in the operation of the ships of the series. It is to highlight, that the ship incorporates improvements in habitability and Command and Control System, and has installed the new Lockheed Martin radar, AEGIS 1-D (V).

See also : <http://www.youtube.com/watch?v=aYQCMgnXG8M&feature=related>

As well, it will incorporate other issues directed to reduce the crew and the maintaining costs.

The excellence of this F-105 frigate has contributed to the decision, taken by the Australian Navy, of choosing Navantia as the designer of its AWD that is based on the F-105 frigate.



The "**HAMBURG TRADER**" belonging Lomar Shipping in London, after a large machinery works at **Cerna**val Shipyard in Algeciras, Spain.

Photo : David North ©

SC orders Keppel Cebu shipyard to pay up

THE Supreme Court has denied anew the bid of a Singapore-based shipyard company to evade payment of more than P400 million to an insurance company that shouldered the expenses of a passenger ship owned by William, Gothong and Aboitiz Lines (WG&A) which caught fire while under repair at the company's dry dock in 2000.

In a five-page resolution, the Court's Second Division turned down the second motion for reconsideration filed by Keppel Cebu Shipyard Inc. (KCSI), a ship care center, saying it failed to raise any new argument or issues that would warrant the High Court to reverse its ruling last Sept. 25, 2009.

The High Court likewise denied Keppel's motion to schedule oral arguments and elevate the case to the Court en banc.

The SC, in its September ruling, affirmed with modification the December 20, 2007 decision of the Court of Appeals (CA) ordering Keppel to pay WG&A insurer, Pioneer Insurance and Surety Corporation (Pioneer), with P50 million after finding the yard liable for the loss or damage to "**M/V Superferry 3**," which was gutted by fire while it was under repair and reconstruction at the Keppel dry dock.

Keppel, along with other shipyards in Subic and Batangas is a subsidiary of Keppel Philippines, which is owned by KS Investments Pte. Ltd., a company based in Singapore. The High Court instead directed Keppel to pay the insurance firm the total of P329.74 million with 6 percent interest per annum starting from the time the request for arbitration was filed until the decision becomes final **Source : Malaya**

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The **SANTA MARIA** seen departing from Willemstad (Curacao)

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

Rotterdam Announces Recovery Rebate

The port of Rotterdam Nov. 16 announced a once-only "recovery" rebate of 3 percent on tariffs for ocean going ships and inland river barges calling at Europe's biggest port. The rebate on a previously announced 1 percent increase in tariffs will result in a net reduction in port dues in 2011. Rotterdam's rivals in the Le Havre-Hamburg port range are

expected to match its move amid an increasingly competitive struggle for cargo, especially containers and breakbulk as ports recover from the deepest slump in a generation.

The "recovery" rebate follows a so-called "crisis" rebate of 7 percent in 2010. This followed a 1 percent increase in harbor dues in 2009. "The rebate is intended to support (shipping) companies in their further recovery from the crisis and in this way strengthen the competitive position of the port complex further," the Port of Rotterdam Authority said. The port received \$375 million in harbor dues in 2009. **Source: Journal of Commerce**

NEW BLOG WITH INFORMATION AND NEWS FROM AROUND SANTOS

Several shiplovers and contributors of photos for the newsclippings from Santos (Brazil) (Marcelo Lopes, Gustavo Souza, Bruno, Marcelo Gouveia, Lauro) informed me that they have 2 website, one about Brazilian Merchant Ships www.naviosmercantesbrasil.com.br and one about Brazilian war ships www.naviosdeguerrabrasil.com.br, and NOW they created one Blog called Santos Shiplovers

<http://santosshiplovers.blogspot.com/>

At present the Blog is written in the Portuguese language, but soon will be on English too...and a lot of information's and news that happen in port of Santos and area!

River Mersey berth for new container ship era

PLANS to build a new river berth to handle the world's biggest container ships at the Port of Liverpool have been revived. After delays caused by the recession, port owner Peel Ports Mersey has now decided to double the scale of its "post-panamax" berth scheme, at a cost of up to £250m. Post panamax is the new generation of jumbo container ships that will be able to use the widened Panama Canal. These huge ships will be able to sail directly from the Far East to Liverpool via the reopened canal, by 2014. The world's biggest container shipping line, Maersk, could start using Liverpool when the scheme is completed, also in 2014. "With a post-panamax Liverpool berth we would certainly review our network of UK ports," said Annemette Jepsen, Maersk Line UK senior director.

"Liverpool is opening itself up to being a candidate for consideration by Maersk Line. "But it depends on the opportunities. Liverpool is a good place with a good infrastructure." Maersk Line, which handles about 1m containers in the UK annually, has the biggest rail network of any container shipping company. Currently it serves Merseyside by up to six trains a day from the Port of Felixstowe to Widnes. "We have considered using west coast UK ports in the past, but currently our policy is to do as many moves as we can by rail or other services," said Ms Jepsen. "Feeders are a cost-efficient operation from our existing port calls and rail is environmentally friendly." The Panama Canal widening will allow much larger container ships than at present to use the Panama Canal on the main transpacific – transatlantic trade routes from the Far East. To remain competitive, the Port of Liverpool expanded its plans for the new river post-panamax terminal. It is now aiming to handle 1m standard sized containers annually, instead of the initial plan of 600,000 containers. This means the proposed terminal must be able to berth two 13,000 unit container ships simultaneously. Crucially, these berths will be outside the Liverpool dock system, so ships will not be constrained by lock sizes.

Work on the £200m-£250m post-panamax berth is likely to start next year and finish by 2014, for the canal reopening. Port of Liverpool does not expect continuous calls by the jumbo container ships, as 7,000 unit vessels will be the regular visitors. Gary Hodgson, Peel Ports Mersey managing director, said the post-panamax berth was "future-proofing" for the capability of bigger ships. "Because of the move to handle larger vessels, we have added more quay cranes into the business case," said Mr Hodgson. "So we can get a faster turnaround of vessels and therefore the

capacity of the terminal increases.” That is the reason for the new berth’s capacity going up to up to 1m standard-sized containers, he said. “The next steps are to finalise our business case and develop our marketing material, to get a consistent message. “Then we can talk to the shipping lines about the option of using our terminal. “And then we start talking to external funders. “ I think we are getting to a point where people will want to be a part of this.”

Source: [liverpoolecho](#)

T.O.S. offers full range of maritime services for Singapore Inspector

T.O.S. –Transport & Offshore Services- from Rotterdam, The Netherlands, is proud to deliver the Singapore Inspector for its new owners. The former **Noordhoek Singapore** (ex-Serviceman, ex-Smit Marlin and ex-Smit-Lloyd 61) will sail today to start work in the Nigerian offshore oilfields as platform maintenance and inspection vessel.



Photo : Frans de Lijster ©

The delivery of the **Singapore Inspector** is turnkey with a complete T.O.S. crew and under T.O.S. management. T.O.S. will also offer crew management once the **Singapore Inspector** is scheduled to start her work in the Nigerian offshore oilfields. T.O.S. has been rewarded with a crewing contract for three years.

The **Singapore Inspector** is now 33 years old, in very good condition and a well known “lady” because of her many owners, crewmembers and specialised work area. Last week lots of Dutch seafarers already contacted T.O.S. to enquire about the date and time of departure. She won’t leave The Netherlands unnoticed!

T.O.S. has become a world known specialist in this line of work: delivering all types of ships worldwide. Maritime services including crewing solutions for shipping, offshore, inland shipping and dredging is the core business of T.O.S.

Source: T.O.S.



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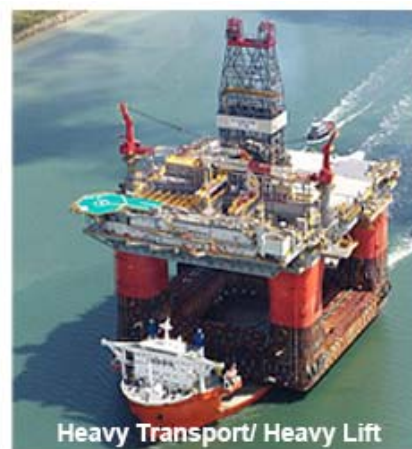
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The **MSC MEDITERRANEAN** seen outward bound from Antwerp – Photo : Walter Beckers ©

Hapag back in black, on a 'secure heading' once again

GERMANY's once-troubled Hapag Lloyd third quarter pre-tax profit increased by EUR448.1 million (US\$608.8 million) to EUR263.6 million - up from a EUR184.5 million loss suffered in the third quarter last year. The Albert Ballin Holding Group, whose sole purpose is to own and operate the Hanover-based container shipping line, achieved an EBIT of EUR506 million in the first three quarters of 2010.

Albert Ballin Holding posted a 68.5 per cent third quarter year-on-year revenue increase to EUR1.78 billion. In the first nine months, the group generated revenues of EUR4.66 billion. "Hapag-Lloyd is back on secure heading in the current 2010 financial year," reports the group statement, after it acquired all of the company from Germany travel giant TUI, which recently held 43 per cent after giving up a controlling interest. "From now on, Hapag-Lloyd will present regular quarterly and annual financial reports for its 100 per cent shareholder.

"Today, Hapag-Lloyd AG is publishing for the first time an interim group report for Albert Ballin Holding GmbH & Co. KG for the third quarter and the first nine months of the 2010 financial year," the statement said. The group stated that in the first three quarters of 2010 the global economy and world trade recovered more quickly than expected.

"The driving economic forces behind this development were China and a number of emerging markets. Hapag-Lloyd also benefited from the recovery in container shipping that occurred as a direct result," the statement said.

"After sustaining heavy losses last year, the first nine months of this year have seen the best result in the history of our company. This development stems from freight rates well above last year's, greater transport volumes and significant cost savings," said Hapag-Lloyd chairman Michael Behrendt.

For the first three quarters of 2010, Hapag-Lloyd moved 3.7 million TEU, an increase of 235,000 TEU on the first three quarters of last year. In the first nine months of 2010, the average freight rate went up to US\$1,547 per TEU, which was \$326 higher per TEU, or up 26.7 per cent year on year.

Compared with December 2009, cash and cash equivalents have more than doubled as of September 30 this year, rising by EUR440.3 million to EUR853.6 million. "The main reason for the increase was cash flow of EUR454.4 million from operating activities," said the company statement. Net debt (financial liabilities less cash and cash equivalents) fell 41.2 per cent to EUR746.4 million as of September 30, compared with EUR1.26 billion as at December 31, 2009. In addition, Hapag-Lloyd repaid a bridging loan from TUI for EUR226.2 million on November 2. **Source : Schednet**

Rotterdam port delegation visits South America



A delegation of the port of Rotterdam is making a visit to Argentina, Uruguay and Chile. On Monday November 15th a dinner was offered to the local maritime community in Buenos Aires. The group was welcomed by the Dutch Ambassador His Excellency Mr. **Hein de Vries**, after which Mr. **Derk van Mackelenbergh** of Eurofrigo gave a presentation about the port of Rotterdam and the developments in the harbour. The audience was impressed by the long term plans for a Cool Port, for Rotterdam as an Energy Port, and by the development of the Maasvlakte II. In Argentina, long term planning is less common... The delegation visits Montevideo, Uruguay on Tuesday November

16th, and then continues to Santiago de Chile. **Photo's : Niek Boot ©**

China Philippines Service calls at Cebu port

Cebu trade will get a shot in the arm with the maiden call of the China Philippines Service (CPS) of Pacific International Lines (PIL) on November 19 at the Cebu International Port. Through its Cebu sub-agent Mercury Steamship Agencies,

Inc. and general Philippine agent TMS Ship Agencies, Inc., CPS bridges the containerized trade between China and Cebu weekly every Friday using three vessels and leaving Cebu Saturday.

Containerized imports from Chinese ports in Nansha and Shekou will be directly brought into the province of Cebu, allowing trade facility between the two nations. Produce such as fruits, wheat, grains, and other China manufactured goods from the mainland which has a substantial demand locally will surely be absorbed by the market and ready for consumption.

The service will likewise hasten movement of containerized trade out of Cebu to various ports in Asia, Europe, Middle East, South America, Australia and New Zealand, Africa, and US West Coast via Singapore. Cebu export goods such as dried mangoes, furniture, fashion accessories, and MEPZA goods will find its way to its target markets worldwide with the new trade lane facility.

Exporters, importers, manufacturers, and forwarders can look forward to this service and take advantage of this first ever China-Cebu transport which Cebuanos have not experienced in a long while. **Source : Malaya**



The **BALTIC WARRIOR** seen in Brest – **Photo : Jacques Carney ©**

Maersk wants more market share on imports to China

Maersk Line, the world's largest container carrier, wants a larger share of shipments generated from imports to China as the country's economic growth pattern translates to stronger domestic demand. "We will put more sales and customer service staff in the import market," Tim Smith, chief executive officer for the Copenhagen-based shipping line's North Asia region, said in an exclusive interview in Beijing on Monday. "This is very much linked to the intra-Asia market because a lot of China's imports come from different parts of Asia. China imports raw materials or partly

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 322

processed goods, assembles them and sends them for export. So we are trying to combine the intra-Asia imports with exports."

The transported volume related to China increased by more than 10 percent, 3 percentage points higher than the global gain, contributing 25 percent of the company's global volume and 35 percent of its total export volume.

"We've seen a development in the import market in China that will help the overall demand. We are looking at that very closely," he said. In the first nine months this year, Maersk Line witnessed a dramatic upturn from its 2009 historic loss of \$2.1 million to a profit of nearly \$2.3 million, thanks to a 34 percent year-on-year increase in average freight rates, 7 percent increase in transported volume and substantial savings per unit.

Smith, a 25-year veteran of the shipping industry, describes the business situation in 2010 as "strange" following unpredictable growth patterns quarter-on-quarter. The second quarter this year saw strong growth followed by unexpected average growth in the third quarter, and a slight decrease in the fourth quarter, which is unusual due to the annual expected year-end seasonal demand. "We've been surprised how quickly it has improved. The situation in 2010 is a little bit better than the normal level. 2011 is not necessarily as good as this year as demand may slow, and we have to carefully monitor the demand and supply situation," he said.

Although the recovery of mature markets such as Europe and US is still not strong enough, robust economic growth in emerging markets will spur further grounds for optimism, said Smith, estimating a global demand growth of 8 percent next year compared to 2010. "It won't necessarily be a consistent growth month-by-month, but may go up and down a little bit," he said.

Volume on transatlantic routes increased by 3 percent year-on-year in the first nine months this year, while volumes rose by 7 percent on transpacific routes and 16 percent on Latin America and Oceania routes. He expected a continuous rise of freight demand in Asia, Latin America and Africa for next year. For the increasing container freight capacity, which would affect freight rates, he predicted a 10 to 12 percent year-on-year capacity growth as more new ships are delivered to owners in 2011.

He said it is difficult to predict how much freight rates will increase in the future but based on current levels, the company expects to see good profit ahead. Revenue of its parent, A.P. Moller, Maersk Group, increased by 17 percent year-on-year to \$41.4 billion in the first nine months of 2010, primarily as a result of higher freight rates for its container shipping activities and higher oil prices, the group said in an interim report released on Nov 10.

For the same period, the group reported a net profit of \$4.2 billion against a historic loss of \$1 billion in 2009. The group lifted its expectation for a full-year profit from \$4 billion to \$5 billion despite cautioning seasonal decline in both volumes and freight rates for the container activities towards the end of the year. **Source : China Daily**

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The **STAR LIBRA** seen moored yesterday at the Singapore cruise terminal – Photo : Piet Sinke ©

Magampura Port will be commissioned today (18th November)

Arrangements have been made for people to witness the arrival of the first ship to the Magampura Port on 18th November. The Port will be declared open by President Mahinda Rajapaksa on this day.



The **JETLINER** seen off the Colombo - Photo : Piet Sinke ©

The first ship that will enter the Magampura harbour on Thursday morning amidst chanting of Pirith by 254 members of the Maha Sangha who will be on board the vessel the "**Jetliner**", and it will be followed by a sailing ship and a Sri

Lankan cargo ship. The sailing ship will symbolize the proud maritime history of the country while the cargo ship will showcase the commencement of industrial and commercial activities of the harbour.

The Chairman of the Sri Lanka Ports Authority Dr. Priyath Bandu Wickrema informed that functioning of the first stage of the Harbour will commence from Thursday. He said that the Magampura port has become an active port in the country and already 27 investors have come forward to start projects related to the port, and in the first stage, the port will provide 10,000 direct employments and over 60 thousand indirect employments. **Source : news lk**

.... PHOTO OF THE DAY



"OOG's new Drillships, **Norbe VIII** and **Norbe IX** alongside each other for the combined naming ceremony in DSME November 11th 2010, both vessels due for delivery in the 1st Quarter of 2011" **Photo : Scott Neil ©**

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