

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 323



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<b>stevedoring &amp; warehousing</b>		 <p>INDUSTRIAL BREAK BULK PROJECT CARGO HEAVY LIFTS UP TO 1500 M/TONS</p> <p>ISPS CERTIFIED</p>
<b>SHORECRANES UP TO 208 M / TONS</b>		
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**The MSC SPLENDIDA seen moored in Malta**

**See article below :**

**MSC CRUISES AND VISET TO SIGN A FIVE YEAR AGREEMENT**

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The **Courageous Ace** seen leaving Halifax Harbour – Photo : Shane Pitts ©

## Maersk Drilling Plans to Order Rig Every Six Months, Chief Hemmingsen Says

Maersk Drilling, which has the second-youngest fleet of oil rigs, aims to order a new one every six months as rental rates rise and competitors buy each other or combine, its chief executive officer said. "We need to be somewhat bigger to become a strong factor in the market," Claus V. Hemmingsen said yesterday in an interview at the company's headquarters near Copenhagen. The company, which has 3 percent of the offshore market, has a long-term target of expanding its capacity by 50 percent, he said. Maersk Drilling, owned by Denmark's biggest company A.P. Moeller-Maersk A/S, has spent \$3 billion the past four years expanding its fleet to 26 rigs from 20 and cutting the average age to eight years, the lowest after Seadrill Ltd. The fleet gives the company an advantage to meet tighter regulation that may follow this year's Gulf of Mexico spill, Hemmingsen said. "I imagine we would order two to three rigs over the next 12 to 18 months," Hemmingsen said. "This will be an ongoing investment plan. It will help expand our fleet, but it's also necessary if we want to keep the age of the rigs low." Rig operators are expanding after a



recovery in oil prices since the end of 2008 and drilling in areas such Brazil has stoked demand. Petroleo Brasileiro SA, Brazil's state-controlled oil company, said this month it has leased 20 foreign rigs to start drilling in the next two years as it seeks to boost oil and gas output at offshore fields.

The global rig fleet has an average age of 23 years, according to Hemmingsen, whose company will expand with new rigs rather than existing units. "We would only purchase existing rigs if they have the technology that matches our current fleet," he said. "The rig market hasn't been distressed so no cheap assets have come up for sale." Hemmingsen said the industry will probably continue to consolidate, with Seadrill, as one of the active companies. Seadrill, controlled by billionaire John Fredriksen, sold bonds in September and October to help finance an expansion after taking over competitor Scorpion Offshore Ltd. this year. The Bermuda-based company last week ordered as many as four ultra deepwater rigs, after this month and last putting in orders in Singapore and China for as many as 10 jack-up rigs. Maersk Drilling's 26 rigs includes 6 ultra harsh environment jack-ups, 6 350 feet or 375 feet jack-ups, 4 semi-submersibles and 10 drilling barge rigs. The company is the world's 10th-largest by capacity.

New rig orders may include ultra harsh environment jack-ups to operate in the North Atlantic and the North Sea, Hemmingsen said. The company may also order semi-subs for operations in the Gulf of Mexico, West Africa and Brazil, he said. Jack-up rigs have extendable legs while semi-subs are rigs that float and are partly filled with water for stability. The company has all of its rigs operating under contract and 75 percent of 2011 is covered, Hemmingsen said. "I'm confident that six months into 2011 we will be in a situation where we also will be 100 percent covered," he said. The unit's third-quarter net income surged to \$125 million from \$61 million a year earlier helped by rigs coming into service and higher rates, Maersk said Nov. 10. Nils Smedegaard Andersen, chief executive officer of A.P. Moeller-Maersk, said in a Nov. 10 interview he was "very optimistic going forward" on the unit. Maersk also includes an oil and gas explorer, a tanker division and a port unit. Rates for jack-ups will rise over the next 12 to 24 months "as we see activity and demand steadily picking up" while gains on semi-submersibles will be "modest," Hemmingsen said. In Norway, where rates are among the highest and Maersk Drilling owns five of the six working jack-ups, rates will "remain stable" amid the toughest safety requirements for operators. "Operating in Norway has given us a lesson and has also formed our strategy of focusing on buying high-end rigs and focusing on safety," said Hemmingsen. "In the context of the Gulf of Mexico spill, this gives us an advantage." **Source: Bloomberg**

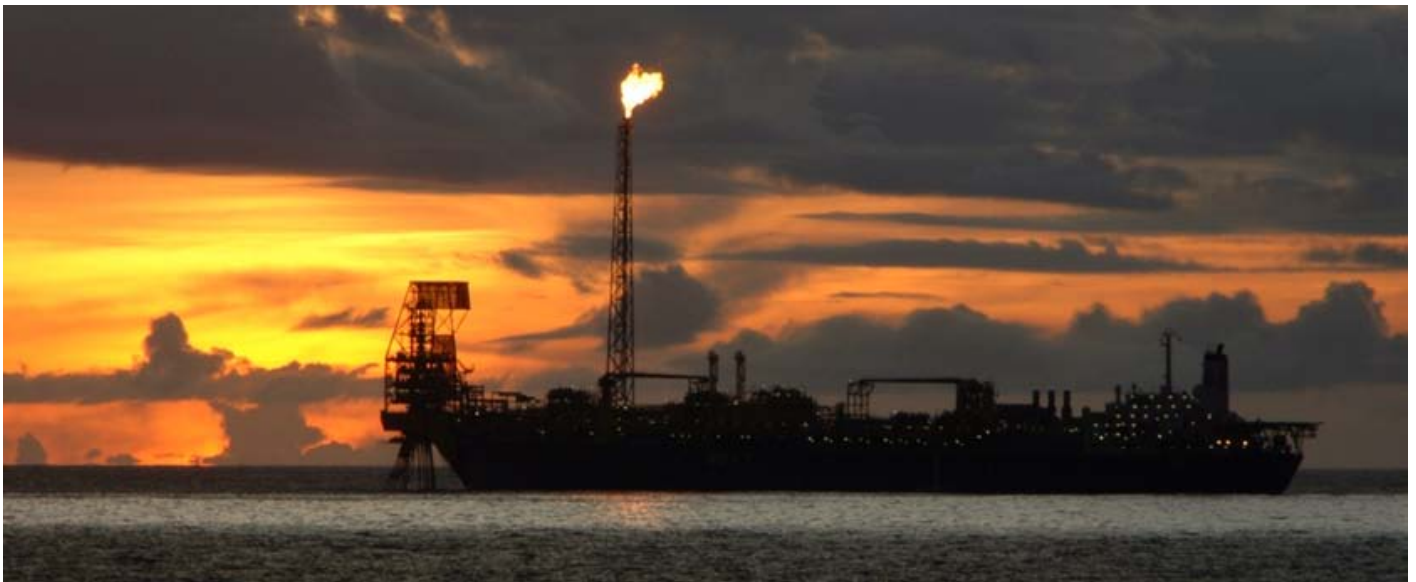


The **DISNEY DREAM** seen prior departure the builders last week – **Photo : Tim de Klerk ©**

## PH joins anti-piracy group in Somalia

The Philippines was officially admitted as member of the Contact Group on Piracy off the Coast of Somalia during its 7th Plenary Meeting held last week at the United Nations Headquarters in New York. The Philippine Permanent Representative to the UN Ambassador Libran N. Cabactulan said this is an important membership for the Philippines

since the Contact Group is the primary global body that is taking direct action on multiple levels to address the serious problem of piracy off the coast of Somalia. The Contact Group was established following the adoption of the UN Security Council Resolution 1851 to coordinate an effective international response to piracy in the Somali Basin and surrounding waters. Since its initial meeting in January, 2009, the Contact Group has nearly doubled in size – a testament to a growing diplomatic effort that is making steady progress against criminals targeting Africa-bound humanitarian aid shipments and other vessels transiting one of the world's busiest shipping corridors. Among its members are Australia, China, Denmark, Djibouti, Egypt, France, Germany, Greece, India, Italy, Japan, Kenya, Republic of Korea, The Netherlands, Oman, Russia, Saudi Arabia, Somalia TFG, Spain, Turkey, United Arab Emirates, United Kingdom, United States, and Yemen, as well as the African Union, the European Union, the North Atlantic Treaty Organization (NATO), the UN Secretariat, and the International Maritime Organization. In a statement, Cabactulan said the Philippines intends to work closely with the other members of the Contact Group “as we are determined to protect our Filipino seafarers from this scourge.” Filipino seafarers account for almost 30 percent of the global seaborne manpower. Likewise, records show that as of this time, 91 Filipino seafarers are still being held captive by Somali pirates. “We had made it abundantly clear to the Contact Group that the Philippine government attaches great importance to the protection and welfare of seafarers inasmuch as there is a high number of Filipinos seafarers on merchant vessels that sail off the coast of Somalia and nearby areas,” Cabactulan said. “We will not rest as long as a single Filipino seafarer remains a hostage or any Filipino seafarer is endangered by pirates. The plenary was hosted by the Republic of Korea led by Ambassador Hayoong Moon. Turkey will chair the next CGPCS 8th plenary meeting in March 2011 in New York. Among its accomplishments, the Contact Group has facilitated the operational coordination of an unprecedented international naval effort from 20 countries working together to escort vessels and patrol the vast waters of the region; partnered with the shipping industry to improve practical steps merchant ships can take to avoid, deter, or delay pirate attacks, which have proven an effective deterrent and leading factor in the declining success rate of pirate attacks; and supported the creation of a Trust Fund at the United Nations to defray expenses related to prosecuting suspected and imprisoning convicted pirates and other Contact Group initiatives. **Source: Manila Bulletin**



The **FPSO KIKEH** seen in Lat. 05° 52.0N X Lon. 114° 54.0E  
**Photo by: Charles-Dauphin Miller - [www.pixs-7seas.com](http://www.pixs-7seas.com) ©**

## **Indian forwarder files FMC complaint against Damco USA**

The Chennai, India-based non-vessel operating common carrier Draft Cargoways filed a complaint with the Federal Maritime Commission against Damco USA and its Danish parent steamship company A.P. Moller-Maersk. The Indian forwarder alleges Damco and Maersk violated the Shipping Act by collecting demurrage and detention charges not listed in Damco's tariff.

Draft also complained that Damco and Maersk made misleading statements to the U.S. District Court for the Eastern District of Virginia where Draft had filed suit on Aug. 16. According to the FMC filing, Draft claims Damco USA collected demurrage for shipments from Indian ports to Baltimore and Norfolk between December 2007 and November 2000, but Damco allegedly did not write charges into its tariff until last May. Draft also claimed Damco used a “bait and switch” scheme by imposing terms and conditions outlined in Maersk’s bills of lading. The defendants also allegedly exchanged confidential information on Draft’s customers. Draft is seeking \$20,725 in damages and \$150,000 in reparations for lost business. **Source: [joc.com](http://joc.com)**



The **NORTH CHALLENGER** seen alongside the **SEAFOX 1** – Photo : [Tjibbe Bruinsma](#) ©

## **S'pore bunker sales up 0.1% in Oct**

**Vessel arrivals rise 5% as global recovery spurs pick-up in trade**

Marine fuel sales in Singapore, the world's largest bunker port by volume, edged up 0.1 per cent to 3.56 million tonnes in October on the back of higher vessel arrivals by tonnage, official data showed yesterday. Vessel arrivals to the city-state rose almost 5 per cent last month as a recovering global economy spurred a pick-up in trade. Still, bunker sales did not keep pace with arrivals possibly because the fuel was pricier in October than the previous month, traders said.



Singapore's bunker premiums in October, the price differential between ex-wharf bunker and fuel oil cargo values, averaged at US\$1.13 a tonne, higher than September's 73 cents, Reuters data showed.

Sales of the most common 380-centistoke (cst) grade gained 0.8 per cent to an all-time high of 2.82 million tonnes, while the more expensive 180-cst grade fell 6.5 per cent. 'The October number was pretty flat, but it looks like the total volume for the year will exceed 40 million tonnes,' said a Singapore-based bunker trader. Total bunker sales for 2010 are expected to hit a record peak of around 40 million tonnes, the Singapore government had said last month. Bunker volume for the first 10 months of the year stands at almost 34 million tones. Heavy supplies and lower prices relative to other ports in the region have drawn buyers to Singapore this year, traders said. **Source : Reuters**

# Containership orderbook on the up

This October, the containership orderbook has risen for the first time after 27 consecutive months of decline, with new orders now pacing out deliveries.



A misty Westerscheldt River near Terneuzen - **Photo : Sjaak Klaassen ©**

The cellular containership orderbook stood at 3.79 Mteu or, 26.6% of the fleet, as at 1 November, based on Alphaliner figures, up from 3.73 Mteu a month earlier, following a slowing down in the pace of new vessel deliveries and a slew of new contracts placed in October.

October deliveries reached 92,000 teu, the lowest monthly figure since February. Even lower delivery figures are expected throughout the fourth quarter, coinciding with the slower winter period. Meanwhile, new contracts reported in October reached a total of 131,000 teu. Further containership orders are expected to be placed before the end of the year.

There is significant latent demand for new ships, as owners rush to place new vessel orders after having shied away from the yards for almost two years. Since the orderbook peaked at 6.89 Mteu in August 2008, it has been in continuous decline due to a combination of poor market sentiment and a lack of access to funding. This situation only

started to change in June, as the recovery in the freight markets prompted carriers and some non-operating owners to return to the yards.

Although the orderbook will not return to the heady levels of 2007 when it reached a peak of 64% of the fleet, its size is expected to remain in the 25-30% range next year, if present interest levels are maintained. A total of 86 ships for 530,000 teu have been ordered between January and October, with most of the contracting activity recorded since June. An additional 250,000 teu could be contracted during the last two months of the year or early next year, since a few carriers already declared their intentions to sign up for new tonnage.

Amongst the carriers lining up to place new orders are Shipping Corp. of India, China Shipping and Hanjin, with confirmation of their orders expected shortly. These carriers will join Evergreen, NOL and Hamburg Süd who have taken advantage of favourable newbuilding prices and delivery dates to place orders for a total of 48 new vessels. Evergreen is due to add to their 20 ship order as part of their plan to order up to 100 new vessels. Several smaller Asian carriers have also entered the market this year for ships mostly targeted at the intra-Asia markets.

Apart from the carriers, some non-operating owners have also ordered ships or are planning to do so. While traditional German KG owners have not yet re-appeared on the ordering scene, Greek owners have been particularly active in placing new orders. Although bank funding remains difficult, as evidenced by two recent withdrawals to acquire new ships by Global Ship Lease and Rickmers Maritime Trust, there still remain some cash-rich owners with deep enough pockets, waiting to pounce on attractive opportunities.

With current newbuilding prices about 20-30% off the 2007-peak, many Greek owners with limited or no exposure to ships ordered during the market peak, will be in a strong position to increase their presence in the next two years. A two-tier market is developing, in which owners without significant obligations on high-priced ships placed before September 2008 are in a much stronger position than those who placed expensive orders during peak times. The recovery in newbuilding activity will ensure that the increase in the annual supply of cellular capacity will remain at about 9% for the next two years. The increase in nominal capacity is expected to reach 9.6% this year and hit 8.9% in 2011. With open slots still due to be filled, the level of deliveries in 2012 is expected to increase slightly from the current 8.3% that is currently due. **Source : The Motorship**



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## IHC Merwede's trailing suction hopper dredger Vox Máxima is awarded KNVTS Ship of the Year

IHC Merwede's trailing suction hopper dredger, **Vox Máxima**, has been awarded Ship of the Year at the fifth annual Maritime Awards Gala. This award is presented to the manufacturer of a vessel which is designed, built and completed in The Netherlands, and which distinguishes itself in the areas of innovation, the environment, safety and value for money. On behalf of the Royal Dutch Association of Maritime Technicians (KNVTS), Mrs Drs KHM Peijs, the Royal Commissioner of Zeeland, presented the award to Mr BT Noorland, IHC Dredgers Project Manager. The judges awarded the title of Ship of the Year to the **Vox Máxima** on the basis that it is the largest dredging vessel – with a



hopper capacity of 31,200m<sup>3</sup> – ever built in The Netherlands, well designed and has an excellent transport capacity. The **Vox Máxima** was designed by IHC Dredgers, part of IHC Merwede, in close co-operation with the customer and was built entirely at the shipyard in Kinderdijk. The vessel was delivered in January 2010 to Van Oord. IHC Dredgers succeeded in creating a high-speed ship with a large hopper capacity and a full hull. It also contains a number of innovations, including the construction of a single suction tube with an underwater pump and an ergonomic bridge layout. This vessel is a clear example of The Netherlands' leading position in the field of dredging technology.

#### Main specifications

Name	Vox Máxima
Type	Trailing suction hopper dredger
Ship owner	Van Oord
Yard	IHC Dredgers
Overall length	203m
Breadth	31m
Moulded depth	17.5m
Hopper capacity	31,200m <sup>3</sup>
Suction pipes	1,300 and 1,400mm
Maximum dredging depth	125m
Total power installed	31,272kW
Speed loaded	17kn

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## Antoinette biedt hulp bij zeer dichte mist.

Dinsdag 16 november om 18.30 uur werd de schipper van de **Antoinette** opgepiept door het Kustwacht Centrum met het verzoek om te bellen. Bij het bellen kreeg hij te horen dat er een man in de dichte mist niet durfde over te steken naar de haven. Er werd contact opgenomen met de man die met een sportvisboot met 2 personen bij het strand van Rockanje lag, en afgesproken dat de reddingboot rond 19.00 uur naar hem toe zou komen omdat de bemanning toch moest gaan oefenen. Er werd uitgevaren met de **Antoinette** en na ongeveer 20 minuten was men ter plaatse. Het was een zeer dichte mist met minder dan 50 meter zicht. Er werd door de reddingboot voor de sportvisboot uit gevaren naar de haven van Stellendam waar het bij de trailerhelling werd afgemeerd.

Rond 19.59 uur, net klaar met de vorige actie, vroeg men van de Kustwachtpost Ouddorp om nog een bootje op te halen vanwege de dichte mist. Dit lag 1 mijl Noordoost van de SG 2 in het Slijkgat. Het ging om de **Alpha**, een kajuitjacht met 2 personen aan boord die door de dichte mist het Slijkgat niet durfde aanlopen. Het jacht kwam van



Dover en was onderweg naar Rotterdam. De reddingboot voer voor het jacht uit naar Stellendam waar het in de buitenhaven werd afgemeerd.



The **ERIEBORG** seen outward bound at the Wandelaar pilot station  
Photo : Ronald Ribbe - <http://communities.zeelandnet.nl/data/rorifocus/> ©

## **Over 500 seafarers still held by pirates.**

### **Don't forget them – they're working for you.**

The world's independent tanker owners, INTERTANKO and its Members and Associate Members, are pleased that Paul and Rachel Chandler have been freed from captivity after more than a year of being held by Somali pirates, and amidst a wave of delighted media euphoria.

Regrettably there are more than 530 seafarers currently held by Somali pirate gangs and more than 800 have been captured this year alone and forcibly detained for periods of up to 180 days. Since the first pirate hijacking in the Gulf of Aden/Arabian, more than 2,500 seafarers have been taken and forced at gunpoint into captivity. Hundreds of seafarers are risking their freedom every day to allow ships to keep moving through this busy international marine corridor linking West with East, thereby ensuring that oil, chemicals and gas, food, raw materials and finished products all reach their destinations unhindered. But think for a moment of how these seafarers feel as they prepare for a transit of the Gulf of Aden, studying Best Management Practice specific to their situation, erecting defences such as razor wire and water cannon, practising protective procedures and manoeuvres. Think for a moment of how these seafarers feel after six months or more in captivity under armed guard, and of the worry devastating their families and friends. These men are held captive on the vessels, not in lodgings ashore. Deprived of freedom of movement, they are imprisoned by armed guards whose behaviour may be erratic and unpredictable, sometimes being forced to experience mock executions as part of the ransom negotiation process. Now think for a moment how every one of us would be affected if our seafarers said enough is enough and cargoes were delayed as they were re-routed round South Africa's Cape of Good Hope – over 90% of global trade goes by sea. Ultimately the safety and welfare of our seafarers comes first. Governments from all over the world are working alongside the shipping industry to safeguard crews, ships and cargoes that transit this area. International naval forces are cooperating here to discourage and prevent pirate attacks and we thank those countries involved for their commitment to facilitating free trade when others are actively trying to prevent it. However we urge governments to strive to bring about the prosecution of all those committing acts of piracy on the high seas – it is reported that over 70% of those pirates captured are released without being prosecuted – so that they might be punished instead of re-equipping and going straight back out to

attack more merchant ships and endanger more seafarers. We also urge them to find an effective way of pursuing pirates on land, where they store their new-found and illegally-gained wealth, as well as at sea. Our seafarers are putting their safety on the line for the benefit of every single one of us all over the world. Yet their role in global trade is barely acknowledged outside the shipping industry.

**They are working for you. They need your support !!**

Contact: Bill Box, Communications and Public Relations Manager, INTERTANKO [bill.box@intertanko.com](mailto:bill.box@intertanko.com)



Above seen the ORSV **Mermaid Endurer** moored at Dundee in Scotland.

Photo : Jim Prentice - <http://Caledoniantransportphotos.blogspot.com> ©

## Wie wint de doop van een 133 meter lang vrachtschip?

- Hoofdprijs: de doop van de **Flinter Atlantic** + participatie van 5.000 euro
- Winnaar van de wedstrijd wordt ook mede-eigenaar van het zeeschip
- Doop vindt plaats op 22 januari 2011



Vandaag start een wedstrijd met als inzet een wel heel bijzondere hoofdprijs: doper of doopster zijn bij de tewaterlating van een echt zeeschip. Bovendien wordt de winnaar ook nog eens mede-eigenaar van het schip. Het draait allemaal om het 133 meter lange multi-purpose schip **Flinter Atlantic** van rederij Flinter, wat nu nog in aanbouw is op de werf Ferus Smit in Groningen. Normaliter is de doop van zeeschepen voorbehouden aan koninginnen, prinsessen of echtgenotes van directeurs of hoogwaardigheidsbekleders. Dit is voor het eerst dat heel Nederland, óók het mannelijk deel, de kans heeft om een koopvaardissschip ten doop te houden. Degene met de meest aansprekende reden wordt de doper of doopster en wint ook nog eens de participatie in de vlootmaatschap van 5.000 euro.

**CEO Bart Otto** van rederij Flinter kijkt graag op onconventionele wijze naar zaken: "Het wordt een schip onder Nederlandse vlag, dat op een Nederlandse werf gebouwd is. Bovendien zijn er via de vlootmaatschap zo'n 220 Nederlanders mede-eigenaar van de **Flinter Atlantic**. Waarom dan niet aan een enthousiaste Nederlander de kans gegund om zoiets bijzonders en leuks als de doop te verrichten? Er is de laatste jaren niet zo veel aandacht voor de Nederlandse koopvaardij, terwijl het toch een dynamische en bruisende bedrijfstak is, waar Nederland trots op mag zijn. Ik hoop met deze actie de scheepvaart weer even in de spotlights te zetten."

### Wedstrijd

Tot en met vrijdag 3 december 16.00 uur kan er ingezonden worden. De vorm waarop dat gebeurt is vrij. Het kan bijvoorbeeld per brief, email, maar ook een filmpje op YouTube is mogelijk. Als maar op overtuigende wijze duidelijk wordt wat de reden is waarom iemand de dooper of doopster wil zijn van MS **Flinter Atlantic**. Degene met de meest aansprekende reden gaat daadwerkelijk de doop op 22 januari 2011 verrichten. Ook wint hij of zij de mede-eigendom van het schip via een participatie in de Vlootmaatschap ter waarde van 5.000 euro.

Uit de inzendingen wordt een top 10 gekozen. De drie beste kandidaten worden uitgenodigd om hun inzending nog eens toe te lichten bij de jury. Daarna wordt de winnaar gekozen. Voor de nummers 2 en 3 alsmede 4 tot en met 10 zijn ook leuke prijzen beschikbaar. Uitgebreide informatie over de wedstrijd staat op [www.flinter.nl](http://www.flinter.nl) of [www.vlootmaatschap.nl](http://www.vlootmaatschap.nl)

### Eeuwenoud ritueel



De scheepsdoop bij de tewaterlating van een schip is een ritueel dat reeds bekend was bij de Grieken en de Romeinen. Tegenwoordig wil de traditie dat er een fles champagne tegen de boeg wordt geworpen onder het uitspreken van de woorden: "Ik doop u **Flinter Atlantic** en wens u en uw bemanning een behouden vaart". De doop wordt altijd verricht door een vrouw. De mythe wil dat als dat niet gebeurt, het schip haar hele leven rampspoed ondervindt. Hier neemt Flinter dus wel een risico, door de wedstrijd ook voor mannen open te stellen...

### Koningin Beatrix recordhouder 'dopen'

Behalve het unicum van een mogelijk mannelijke dooper, is het ook nog nooit voorgekomen dat de doop wordt 'opengesteld'. Normaliter worden voor deze eer dames gevraagd, zoals echtgenotes van hoogwaardigheidsbekleders (ambassadeurs, ministers) of zakenrelaties (directeuren). Ook onze Koningin is een veel gevraagd doopster. In het laatste decennium wenste zij maar liefst negen schepen een behouden vaart. Prinses Margriet en Prinses Maxima lieten in die periode elk vier maal de bubbels tegen de boeg slaan.

### Zo'n doop is een magnifieke ervaring

In 2009 viel Hanneke, de echtgenote van Flinter-directeur Reinder van der Veen, de eer te beurt. Zij doopte het multipurpose-schip '**Pioneer**' op dezelfde werf waar nu MS **Flinter Atlantic** wordt gebouwd. "Echt een magnifieke ervaring. Zo'n tewaterlating in het Winschoterdiep veroorzaakt een kleine tsunami. Daarvoor is het doodstil, want iedereen is toch vol spanning. En dat terwijl er toch honderden mensen staan te kijken." De doop neemt overigens nog aardig wat taken met zich mee, alus Hanneke van der Veen: "Behalve het traditionele zinnetje, is er natuurlijk ook nog een dankwoord en een kleine speech. Er volgt een toast en je moet een cadeau bedenken voor de bemanning. Je wordt natuurlijk zelf ook in het zonnetje gezet door de werf. Alles bij elkaar een hartstikke leuke ervaring en ook eervol. Hoeveel mensen kunnen nou zeggen dat ze een echt zeeschip gedoopt hebben?"

MS **Flinter Atlantic** is een 11.000-tons multipurpose-schip, geschikt voor verschillende ladingen. Ze meet 133 meter en behoort straks met haar vier zusterschepen tot de grootste schepen van Flinters 51 schepen tellende vloot. MS **Flinter Atlantic** heeft de hoogste Zweeds-Finse ijsklasse en kan wereldwijd ingezet worden. MS **Flinter Atlantic** is ondergebracht in een vlootmaatschap. Via deze vlootmaatschap kunnen particuliere Nederlanders gezamenlijk investeren in dit moderne vrachtschip. De vlootmaatschap is nog niet volledig geplaatst.



## CASUALTY REPORTING



### FIRE IN PORT OF RIO GRANDE



Photo : Marcelo Vieira ©



fire in the compartments of the Maltese flagged **LION**, loaded with 12.000 tons of fertilizers, which was alongside the private terminal of the company Yara Brazil. The ship was having a crew of 24

According the Port administration, nobody was wounded in the incident in Rio Grande when a merchant ship encountered a fire in the wheelhouse/accommodation last Monday afternoon in the Port of Rio Grande, During two hours the firemen worked to control the



consisting out of Filipinos', Rumanians and Greek seaman. They stayed the night in Rio Grande. The fire started 16:30 hrs , and lasted until 19:00 hrs, most probably a short circuit (Electrical) caused the incident. The vessel is scheduled (??) to depart after investigation by the authorities bound for San Nicolas, in Argentina. The fire happened in the day where the port gaucho commemorated its 95 years. Source - Portos e Navios - [Photo's Casualty - www.jornalagora.com.br](#)

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## **NAVY NEWS**



The French frigate **F 733 VENTOSE** seen outward bound from Willemstad (Curacao)  
Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

## **SHIPYARD NEWS**

# **China shipyard launches bulker ordered by FESCO**

The **Saratov**, a dry bulk carrier ordered by Transport Group FESCO, the first of four newbuildings was launched yesterday, Nov. 16, at Qingshan shipyard, China, FESCO's press service reports. Vessel characteristics: length overall -

189.99 m, beam - 32.26 m, hull height - 18 m, depth - 12.8 m, DWT – 57,000 tons, the five cargo holds capacity - 71 500 cbm. The new bulk carrier will be equipped with four ship cranes of lift capacity of 30 tons each.

Currently, main construction of hull has been almost completed work, screw and main engine MAN B & W Model 6S 50 MC-C capacity of power rated 9,480 kW have been installed. Daily consumption of fuel is about 30 tons a day, endurance – 18,000 miles.

The FESCO's bulk carrier is built to the class of Bureau Veritas, upon completion – to combined class BV - RMRS. The vessel construction is being supervised by a team of FESCO's engineers. The bulk carrier is built according to updated rules for reinforced hulls of CSR bulk carriers. The vessel will pass sea trials at the port of Shanghai. The ship delivery time is scheduled for 2011.

FESCO Transport Group is a leading Russian integrated transport and logistics company offering its customers a full range of services for 'door-to-door' cargo delivery with its own transport facilities to ensure guaranteed quality and reliability of services. **Source : PortNews**



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## First order for offshore wavepiercer design

The new UT 754 WP wavepiercing PSV design from Rolls-Royce, the first example of which has been ordered by Farstad



Rolls-Royce has announced the first order for its new wave-piercing offshore vessel. The order worth over £12 million to Rolls-Royce, comes from Farstad Shipping.

The bow design is described by the company as 'visually striking'. It aims to provide similar advantages to the now-familiar X-bow from Ulstein, but by taking a different approach, Rolls-Royce claims it offers certain benefits to shipowners. The major 'plus' point, according to the company, is that it will enable the vessel to pierce through waves in extreme weather

conditions, while maintaining constant speed, reducing fuel consumption and enhancing safety.

The contract includes vessel design and a comprehensive integrated power and propulsion system and equipment package for the advanced platform supply vessel (PSV). The contract also includes an option for a second vessel of the same specification and value.



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 323

Svein Kleven, Rolls-Royce, chief design manager – ship technology, said: “Our wave-piercing designs have been specifically developed for the challenging offshore conditions in which our customers operate, and will deliver enhanced safety and performance benefits. We are delighted that Farstad Shipping has ordered the first of our new generation of offshore vessel designs and look forward to working with them throughout the development and construction of this technologically advanced vessel.”

Wave-piercing technology is proven technology for high-speed catamarans and trimarans, and Rolls-Royce says that it is now applying these cutting-edge, innovative concepts to the demanding offshore market, in which extreme operating conditions can pose serious challenges to vessel performance and crew safety.

Extensive research and computer aided design methods, verified by tank testing, have enabled the designers to reduce hull resistance substantially through the development of a wave-piercing hull form, which is claimed to eliminate slamming and to allow for a smooth ride even in rough weather conditions. The hull pierces through the water, rather than riding on top of the waves, which Rolls-Royce says will allow the vessel to run continuously at service speeds regardless of the sea state, reducing fuel consumption and improving crew comfort.

In addition to the ship design, Rolls-Royce will supply Azipull propellers, thrusters, and Bergen diesel engines. The main propulsion is by two 2,500kW Azipull 120 CP thrusters with pulling propellers. The beam of the newbuilding allows the electric motors for these to be installed athwartships, freeing more space lengthwise for cargo tanks. The main thrusters are supplemented by two 883kW supersilent tunnel bow thrusters and a swing up azimuth bow thruster also rated at 883kW. The diesel electric power plant comprises three Bergen C25:33L9A generator sets each developing 2,735kWe. In addition there is a high speed 500kWe harbour genset and a separate 200kWe emergency genset.



A Rolls-Royce DP2 dynamic positioning system, which uses satellite technology to accurately position the vessel, is also included. This advanced system automatically controls the propulsors to hold the vessel in position during safety-critical operations, such as working close to offshore platforms in strong winds or heavy seas.

Safety of crew on deck is as always a priority and the contract includes an ASFA (automated sea fastening system) cargo securing system, giving secure positioning and securing of containers and pipes.

The new vessel ordered by Farstad is designated the UT 754 WP design. It will be fitted out by STX Offshore Norway at its Langsten shipyard. In addition to wave-piercing designs for these platform supply vessels, Rolls-Royce reports that it has developed associated wave-piercing hull designs for other offshore applications including tugs, deep-sea anchor handlers, construction vessels and mobile offshore drilling ships. The company says that more than 650 Rolls-Royce designed UT vessels are in service worldwide. **Source : The Motorship**



Allseas **LORELAY** seen in drydock at Keppel-Verolme in Rotterdam-Europoort

Photo : Clemens Smits ©

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Above seen the **Heerema MSB** with in the front the from left to right **LUCALA** , **UNION FIGHTER** , **BOURBON LIBERTY 115** and in the back the **BBC OHIO** offloading pipes for the **BLOCK31 project Angola**.

Photo : Ton de Boer ©

## Singapore managers merge

SINGAPORE'S Luna Ship Management and Ship Management Associates said today they are merging. The combined company – to be called **Norstar Management**, based in Singapore – would provide global technical and crew management services to owners, they said.

Brothers Chris and Tom Bonehill from Luna and Duncan Findlay and Bill Hastings from SMA will be its directors; the Bonehills are former shipbrokers, while Findlay and Hastings have been ship managers. Norstar would operate five tankers from SMA and seven from Luna, registered in Singapore, the Marshall Islands or Panama. It expects to add vessels in 2011. SINGAPORE'S Luna Ship Management and Ship Management Associates said today they are merging.

Source : Fairplay



The **OPALINE** arrived at the Humber Sea Terminal for the first time. In blustery conditions she was assisted by the tugs **SVITZER LAURA** and **SVITZER FERRIBY**.

Photo : Simon Smith ©



## China's first deep-water rig delivered with DNV class

The platform is one of the most advanced deepwater semi-submersible drilling platforms ever built, equipped with DP3 dynamic positioning and anchor mooring positioning systems and an unmanned cabin design to be remotely controlled from the navigation and operating rooms. COSLPIONEER was designed and constructed in accordance with the regulations and standards stipulated by Norway waters and met the requirements of Norwegian Petroleum Safety Administration PSA, Norwegian Maritime Directorate NMD, DNV, the NORSOK petroleum industry safety standards and relevant traditional requirements for semi-submersible platforms. It can be deployed in the Norwegian North Sea as well as other regions in the world. As commented by COSL's Chairman Liu Jian "the delivery of **COSL Pioneer** for operation represents an important milestone in upgrading COSL's deep-water operation capabilities".

The platform has an overall length of 104.5 meters, a module width of 65 meters and a module depth of 36.85 meters. It has a design draught from 9.5 meters to 17.75 meters, an operating water depth of 70- 750 meters, a maximum design wind speed of 51.5 meters per second, a maximum vertical drilling depth of 7,500 meters and a maximum variable deck load of 4,000 tons. The multi-function platform is able to accommodate 120 cabin crews. DNV Site Manager Thomas Lo at Yantai CIMC Raffles says, "This project is like a journey for everyone involved. It transforms the yard from infancy to maturity in order to achieve the quality level of a complex offshore project. Meanwhile, with the added complexity, the yard manages to maintain a matching safety record. We have seen that the yard has developed innovative technology on the way. For example, the 20,000 ton overhead crane used for mating of the upper and lower hull is the world's number one. With the continuous investment of the CIMIC Group, we will see even more rapid development at the yard to cater for the high-end offshore market. I wish the yard all the best and I feel that this yard has a great potential to be amongst the very best in China." DNV President Tor Svensen, Area Chair for Greater China Joerg Beiler and Offshore Director Carl Arne Carlsen were invited to present at the delivery ceremony held in Yantai. Commenting on the delivery of COSL Pioneer, Joerg Beiler says, "It's another milestone achievement for China's offshore industry. I congratulate all parties involved," "As a class society coming from the North Sea, we are very proud and happy to be actively engaged in the fast development of Chinese offshore industry. We will continue our endeavor to support our customers and partners in their pursuit of offshore engineering." he continues.

### A leading offshore class society in China

Most of the milestone offshore units delivered from Chinese shipyards are classed DNV. These include the world's largest FPSO- Hai Yang Shi You 117, which was constructed by Waigaoqiao Shipyard and is now in operation in the Penglai Oil Field in Bohai Bay, and the world's first circular ultra-deep water drilling rig- Sevan Driller, which was constructed by COSCO Shipyard Group and now operates in Brazil. Currently DNV is engaged at 15 offshore new building projects in China, DNV was the earliest of its kind involved in the development of Chinese offshore industry as early as in 1970s. In 1979, DNV reached an agreement with the Chinese authorities to cooperate in the offshore sector. In early 1980s, DNV carried out classification services for three jack-up drilling rigs for China National Offshore Oil Corporation (CNOOC) in Dalian Shipyard. **Source: DNV**



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A heavily smoking **CRYSTAL AMETHYST** seen outward bound from Rotterdam – Photo : Kees Torn ©

## Zim merges Kingston/U.S., South America/Gulf loops

Zim integrated shipping services Ltd. has merged two of its Americas services into a butterfly loop connecting the U.S. Gulf Coast, the Caribbean, and South America. ZIM's South America Express Service (SAX) and Gulf Express Service (UEX) have been merged into a seven-ship loop with a new rotation:

**Kingston – Vitorio – Rio Grande – Itajai – Santos – Pecem – La Guaira – Kingston – Tampa – Mobile – Houston – Kingston.**

The UEX service previous rotation:

**Kingston – Tampa- Mobile – Houston- Kingston.**

The SAX service previous rotation:

**Kingston (JM) – Puerto Cabello (VE) – Vitoria (BR) – Rio Grande (BR) – Navegantes (BR)- Santos (BR) – Fortaleza (BR) – La Guaira (VE) – Kingston (JM).**

Average vessel capacity on the weekly service, which Zim integrated shipping services Ltd. operates alone, is TEU 2,055. Source: Port2port



The **KARIN RAMBOW** seen in Cape Town – Photo : Ian Shiffman ©

## CMA CGM extends its Black Pearl Service to the West Coast of South America

The CMA CGM Group is pleased to announce the extension of its Black Pearl service to the West Coast of South America (Ecuador, Peru, Panama and Chile). This upgrade comes as a response to a growing market demand for exports between the US and the West Coast South America (+23.5 %\* in 2010 compared to 2009) and between the US and the Caribbean (+13.8%\* in 2010 compared to 2009).

Effective from December 12th on a weekly basis, this upgrade will provide CMA CGM customers with:

- A unique direct service from Ecuador, Chile and Peru to Philadelphia and Halifax,
- An extended coverage of the Caribbean region, Mexican Gulf and East Coast South America with transshipments in Kingston (Jamaica),
- Connections to and from Far East (Hong Kong, Shanghai, Chiwan, Busan) for cargo from West Coast South America via transshipments in Balboa (Panama) on PEX3 service,
- Connections to and from North Europe (Rotterdam, Hamburg, Antwerp, Le Havre) through Kingston hub on ECS Service.
- Enlarged Reefer capacity for exports from West Coast South America to the US market (wine from Chile, fruits from Chile, Ecuador and Peru...).
- 

The **Black Pearl** service will deploy an homogeneous fleet of 6 x 1,100 TEU vessels.

BLACK PEARL new rotation will be as follows: **New York – Halifax – Kingston – Cartagena – Punta Manzanillo – Balboa – Guayaquil – Callao – Arica – San Antonio – Callao – Guayaquil – Punta Manzanillo – Kingston – Miami – Philadelphia – New York.** Source: CMA CGM

## Gazprom Neft, Petronas deal on Cuban gas project

Gazprom Neft, an oil arm of Russia's state-run Gazprom monopoly and Malaysia's Petroliaam Nasional Bhd., Petronas entered into agreement for acquisition by Gazprom Neft of a 30 percent stake from Petronas in a project to develop four hydrocarbon blocks off Cuba, in the Gulf of Mexico. According to Gazprom Neft officials, to become effective the



agreement is to be approved by Cuban authorities, Gazprom Neft said. "Gazprom Neft's partnership with Petronas will enable the company to further extend its geographic reach and strengthen its position in the global market," Gazprom Neft Chief Executive Officer Alexander Dyukov said in the statement.

Gazprom Neft in a bid to expand abroad aims at other project in Venezuela, Equatorial Guinea and Iraq. The company projected to double its output to 2 million barrels a day in 2020. In 2007 the Cuban government and Petronas signed an agreement for development of the blocks on the Cuban shelf. The first exploration drilling is scheduled for 2011, Gazprom Neft said. **Source: Bloomberg**



The 30,277tons cruise ship " **NAUTICA** " ex "R Five" and ex "Blue Dream" for Pullmantur in 2004 seen arriving in Malta, Built by, Chantiers de L'Atlantique at St.Nazaire, France in the year 2000, for Renaissance Cruises.

**Photo : Gejtu Spiteri (c)**

## Hapag-Lloyd recovers with record profit

Hapag-Lloyd swung to a record operating profit of \$361 million in the third quarter from a \$253 million loss a year ago on higher cargo volume, soaring freight rates and lower costs. Germany's biggest container carrier boosted revenue 68.5 percent year-on-year to \$2.47 billion in the three months to the end of September from \$1.5 billion in the same period in 2009. The Hamburg-based carrier transported 1.27 million TEUs in the quarter, an increase of 7.6 percent on 1.18 million TEUs shipped a year ago.

Average freight rates surged 43.3 percent to \$1,672 per TEU from \$1,167 per TEU in the third quarter of 2009.

The carrier, which came close to bankruptcy in 2009, made an operating profit of \$693 million on revenue of \$6.4 billion in the first nine months of the year. Hapag-Lloyd transported 3.7 million TEUs in the first three quarters, an increase of 235,000 TEUs over the year earlier period. Average freight rates in the first nine months climbed 26.7 percent, or \$326 to \$1,547 per TEU. TUI which owns 43.3 percent of Hapag-Lloyd said the results pave the way for the disposal of its stake in the carrier. TUI's stake will increase to 49.8 percent by the end of the year following a refinancing of the carrier which involved converting a hybrid loan into equity. **Source: joc.com**



## The first line of defence

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

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## MSC CRUISES AND VISET TO SIGN A FIVE YEAR AGREEMENT

MSC Cruises and VISET Malta plc are to sign a five year agreement next November 18th, 2010.



Following several years of unprecedented growth, MSC Cruises is the cruise industry market leader in the Mediterranean, South Africa and Brazil. The 11 ships comprising its ultra-modern fleet carry 1.2 million passengers. MSC Cruises has a longstanding strong relation with the Island of Malta and has been calling in Malta since 2002.

VISET Malta plc is the cruise terminal operator in the port of Valletta. Commenting on the agreement, Dr Anton Micallef, Chairman of VISET said "MSC Cruises has always been viewed by VISET as a partner and not as a client. Our relationship is solid and continuous. This five year agreement is a consolidation of the current excellent business relationship". The Chief Executive Officer of MSC Cruises, Mr Pier Francesco Vago said: "MSC Cruises considers VISET Malta a reliable and dynamic partner. We praise the efforts that have been made to keep the port's infrastructures and the waterfront suitable for our new generation vessels and we truly appreciate the outstanding hospitality our guests receive when disembarking. This agreement is the symbol of our loyalty towards Malta and will enable five of our ships to reach 34 calls at La Valletta in 2011, with an overall passenger movement of 150,000 cruisers."





The **Blue Marlin** seen performing ballast trial at Jinhae Anchorage, Korea.  
The photo shows **Blue Marlin** with a forward trim of  $\pm 16\text{m}$ , 18.2m FWD, 1.9m AFT.

## SCI to place newbuilding orders

India's largest shipping company by fleet, the state-run Shipping Corp. of India (SCI), will later this week place orders for two 300,000 dwt VLCCs with options for two more. It will also place orders for three 6,500 TEU container ships.

"I can't reveal the price and name of the yard as I am yet to sign the contract," said S. Hajara, SCI chairman and managing director. "The purchase of these five vessels and four Kamsarmax bulk carriers that we had already placed would be funded through our follow-on offer." In late September, SCI signed an agreement with Jiangsu Eastern Heavy Industries of China for four Kamsarmax bulk carriers of around 80,000 dwt. According to a local report, the average age of SCI's fleet is expected to come down to 11 years from the present 18 years as new vessels join its fleet and older ones are sold or scrapped over the next two years.

SCI will place a second round of orders for the remaining capacity under the 11th plan outlay during FY11-12, and will be floating fresh global tenders. Prices of shipping assets have corrected significantly over the last year due to the general weakness in freight rates. New build as well as five-year-old vessel prices are trading at a discount of 15-30% compared to prices at the peak in 2007-08. **Source : The Motorship**



The **FALCON BAY** seen anchored off Cape Town – **Photo : Ian Shiffman (c)**

## Qingdao passes 10m teu box mark

Port of Qingdao's container throughput for the year passed 10m teu in early November and the port now predicts its will reach 12m teu for the year, which would be a 20% year-on-year increase, reports Xinhua news agency.



Qingdao is the seventh largest port in the world. It recorded total throughput of 300m tonnes last year - much of it oil and iron ore imports - representing a 5.6% increase over 2008, while container volumes of 10m teu were up 2.4%.

Source : [Seatrade Asia](#)

## **GE & Partners Commission New Tugboat Fleet for Panama Canal**

AMGE Marine, a unit of GE Transportation, and the Panama Canal Authority (ACP) announced the start of the commissioning of 13 tugboats for use in the Panama Canal. The 26-engine order represents the largest in the history of GE Marine.

The sale of the 12-cylinder V228 engines through GE's engine distributor Marinsa was finalized in October 2008. The vessels are being built by Cheoy Lee Shipyards of Hong Kong, the first of which arrived in Panama last week; all of the ships are scheduled to arrive by June 2012. In October, ACP celebrated the transit of the one millionth vessel through the Canal since its inauguration in 1914, and the new tugboats will be used to continue to transport tankers and barges through the Canal safely and efficiently.

GE's V228 engines are high-compression, four-stroke, medium-speed, turbocharged, electronically fuel injected, class-approved engines designed and built for rigorous marine applications. With rugged construction and quality-assured parts, V228 engines are capable of operating cost-effectively for more than 20 years. The engines are being built in GE's world-class engine manufacturing facility in Grove City, Pa. Source : [MarineLink](#)

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



The view from the wheelhouse of the Royal Research Ship **James Clark Ross** whilst working through heavy pack ice in the Weddell Sea, Antarctica.

**Photo : Mike Gloistein ©**