

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 325



Number 325 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Sunday 21-11-2010**

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

To the ends of the earth and back again.



A Turtle grounded on a reef in Tristan da Cunha.

You may never need us, but if disaster strikes, remember to call TITAN for response and results:

USA +1 954-545-4143

UK +44 1273 515-555

SINGAPORE +65 63187828

Salvage • Wreck Removal • Emergency Response



The LNG tanker BRITISH DIAMOND seen westbound in the Singapore Straits last Thursday

Photo : Piet Sinke ©

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore
PLEASE SEND ALL PHOTOS / ARTICLES TO :

newsclippings@gmail.com

If you don't like to receive this bulletin anymore :

To unsubscribe click [here](#) (English version) or visit the subscription page on our website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

EVENTS, INCIDENTS & OPERATIONS



MEO

"Delivering Your Offshore Requirements"

Miclyn Express Offshore Pte Ltd
3 Harbour Front Place
#11-01/04 Harbour Front Tower 2
Singapore 099254
Tel: +65 6545 6211
Fax: +65 6275 6212
Website: www.miclynexpressoffshore.com

Verdronken kapitein redde eerst bemanning

Kapitein **Luc De Caluwaert** (46) uit Kieldrecht bekommerde zich eerst om zijn bemanning toen zijn sleepboot vorige week kapseisde in de Rotterdamse haven. Zijn 37-jarige stuurman is in leven dankzij de kapitein, en nog twee andere opvarenden overleefden de ramp. Voor de vermiste kapitein zelf is er geen hoop meer. Vijf dagen lang is de familie van **Luc De Caluwaert** op de kade van de Rotterdamse haven blijven staan, in de hoop dat het lichaam van de schipper gevonden zou worden. De sleepboot **Fairplay 22** kapseisde vorige week donderdag, toen het een Britse ferry in de haven loodste. Drie opvarenden werden gered en ook het lichaam van de Poolse machinist werd dezelfde dag nog teruggevonden. De Nederlanders kregen dinsdagmiddag eindelijk het schip boven water, maar het lichaam van de kapitein blijft vermist.

'Het was voor ons enorm belangrijk om daar te zijn', zegt Nicole, de zus van Luc. 'We hebben drie keer het schip mogen bekijken op de scheepswerf, waar de **Fairplay 22** was. Zoiets is normaal verboden, maar het hielp ons om afscheid te nemen.' Vader Petrus De Caluwaert sprak in het ziekenhuis met de Richard Kraak, de 37-jarige stuurman van het schip. 'Daar hebben we geleerd wat er in de laatste momenten op het schip is gebeurd. Het schip is eerst gedeeltelijk gekapseisd. Richard spartelde rond in het water van de boot, tot hij door Luc naar boven werd getrokken. Luc zat samen met nog een derde bemanningslid in een luchtbel, bovenaan de boot. Daar waren de drie mannen even veilig.'

Na enkele momenten is de boot volledig omgekanteld. 'Daardoor is de luchtbel geknapt, en kwamen de mannen weer in het water terecht', zegt Nicole. 'Richard heeft door te spartelen een deur opengetrapt. Hij is naar buiten gezogen, hij is boven water getrapt en kon bijna op hetzelfde moment al opgevisst worden door redders. Hij heeft vader op het hart gedrukt: Zonder Luc was ik nu dood.' Wat er met de derde man is gebeurd, weet de familie niet.

Vlak voor hij ontsnapte, zag Richard hoe Luc de trap naar het benedenruim afzwom. 'We breken ons het hoofd waarom hij dat deed. Hij moet geweten hebben dat hij zo de verkeerde richting uit zwom. Heeft hij zich vergist? Luc wist ook dat er nog een jonge kok in de keuken was achtergebleven. Wellicht wou hij die jongen ook redden.'

'Luc ging altijd voor iedereen door het vuur', zegt zijn zus. 'Zoals het een kapitein betaamt, heeft hij zich eerst om zijn bemanning bekommerd. Dat geeft ons troost.' De Nederlandse politie zoekt niet meer actief naar het lichaam van de Vlaamse schipper. Alle medewerkers van de haven en alle schepen die de haven aandoen, wordt gevraagd om mee uit te kijken naar het lichaam. **Bron : Nieuwsblad.be**



The 85.5 mtr long Oceanco Alblasterdam (2010) built **MY SUNRAYS**, seen arriving off Dubai for bunkers at Jebel Ali. Owned by flamboyant politician, and owner of Kingfisher Breweries and Airlines, **Vijay Mallya**. Present at Yas Marina for the 2010 Abu Dhabi F1 to support his Force India F1 Team (Ex- Spyker F1 team) with

both his yachts **MY SUNRAYS** and **MY INDIAN EMPRESS**. - Photo's : Johan de Bue ©

Due to travelling abroad this week the newscippings may reach you irregularly

Boskalis interested in more acquisitions says CEO

Royal Boskalis Westminster will seek further acquisitions after it fully integrates the 1.1 billion Euro (US\$1.5 billion) purchase of Smit International NV, according to Chief Executive Officer Peter Berdowski. "In March, we'll announce a

new business plan," Berdowski said today in an interview with Bloomberg. "In the next couple of years we'll generate a lot of cash to further build the company via acquisitions."

Earlier this week Boskalis raised its full-year earnings forecast to 290 million Euros. That exceeded the average estimate of 252 million Euros in a Bloomberg survey, sending Boskalis shares up as much as 11 percent, their biggest intraday rise since August 2009. Source : Dredging News Online

SINTERKLAAS ARRIVED IN SINGAPORE



After a long trip, all the way from Spain, **SINTERKLAAS**, the most popular friend of the Dutch children arrived yesterday in Singapore as can be seen above. - Photo : Pieter van Hekken ©



VLIERODAM WIRE ROPES Ltd.

wire ropes, chains, hooks, shackles, webbing slings,
lifting beams, crane blocks, turnbuckles etc.

Nijverheidsweg 21 3161 GJ RHOON The Netherlands

Telephone: (+31)105018000
(+31) 105015440 (a.o.h.)

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl

info@vlierodam.nl



Russian vessel fled from crash

The Russian vessel "**Vladimir Timofeyev**" crashed with a Norwegian fishing boat outside the coast of northern Norway. When ordered to meet the Norwegian Coast Guard for questioning, the Russian vessel set course for Russian waters instead. It was in the evening of the 18th of November that the Norwegian fishing boat "**Fløygunn**" crashed with a Russian vessel. The small Norwegian boat sank after an hour, but all three crew members were saved.

East-Finnmark Police District write in a press release that the Norwegian fishermen heard a sudden crash and that the boat started to shake heavily. Then they registered a large vessel with Russian letters on the side passing by, according to the Police report. The Norwegian Coast Guard vessel **KV Farm** wanted to meet the Russian vessel and

sent them coordinates for the meeting. Via radio communication the Captain of the Russian vessel denied to have anything to do with the crash and continued into Russian waters. The ship was originally on it's way to Arkhangelsk when it crashed off the coast of Finnmark. According to NRK it is the Northern Shipping Company owned boat "[Vladimir Timofeyev](#)" which the Police believe was involved in the accident. The vessel was built in 1973 and is 150 meters long. The normal cargo of the "[Vladimir Timofeyev](#)" is timber.

On request by the Norwegian Coast Guard, the Russian Coast Guard is escorting the Russian vessel to its planned destination in Arkhangelsk. The Russian Coast Guard will also assist Norwegian Police Authorities in the investigation of the boat crash, according to the press release. **Source : BarentsObserver**



The [NORMAND ATLANTIC](#) seen offshore Labuan, Malaysia South China Sea
Photo : Charles-Dauphin Miller - www.pixs-7seas.com ©

Full steam ahead for nuclear shipping

Although shipping is already highly energy efficient, pressure has come on the industry to lower emissions. There is the potential for market-based measures for controlling carbon dioxide emissions, while the entry into force of strict International Maritime Organisation controls in 2020 provides a firm deadline against which the industry can weigh the benefits of a range of technology enhancements and fuel options. But with no clear technological fix to lower emissions using traditional diesel or LPG fuels, nuclear energy is emerging as a practical option. This trend has been developing quickly in recent years and the recent announcement of a major joint research project on the topic is the most significant to date. Marine and energy consultants BMT Group and Enterprises Shipping and Trading have joined with start-up small reactor firm Hyperion and Lloyd's Register to "investigate the practical maritime applications for small modular reactors." "We will see nuclear ships on specific trade routes sooner than many people currently anticipate," said Lloyd's Register CEO Richard Sadler. The organisation has been an independent service provider to the shipping industry for 250 years. In response to its members' interest in nuclear propulsion Lloyd's Register has recently rewritten its 'rules' for nuclear ships, which concern the integration of a reactor certified by a land-based regulator with the rest of the ship. A draft of the rules was put before Lloyd's technical committee two weeks ago and this represents a further step towards an international regulatory regime to ensure worldwide safety in a potential nuclear shipping sector. Vince Jenkins of Lloyd's Register told World Nuclear News: "National maritime regulators have little nuclear capability, so land based nuclear regulators will be needed in support. Since there are no internationally traded nuclear powered merchant vessels today, our nuclear powered ship rules have suggested a framework which may allow nuclear powered shipping to operate. Within this suggested framework, we have developed the area where it is felt that a ship classification society can add value and confidence to the safety of nuclear powered vessels, the integration of the reactor plant into the ship." The new program of joint research is meant to produce "a concept tanker ship design based on conventional and modular concepts," said Lloyd's. It noted that "Special attention will be paid to analysis of a vessel's lifecycle cost as well as to hull-form designs and structural layout, including grounding and collision protection." Nuclear power looked set for a maritime role in the 1960s thanks to early vessels like the

Savannah and Otto Hahn, although in the end the **Savannah** worked for only ten years and the **Otto Hahn** was repowered with diesel engines after nine years. The Japanese-built **Mutsu** operated from 1970 until 1992 but none of these ships was a commercial success. A notable exception has been the icebreaker fleet that works Russia's trade routes in the Arctic Ocean. These vessels number only seven, but one is a cargo vessel and small reactors of the same type are currently being fitted to the **Akademik Lomonosov**, the world's first floating nuclear power plant, set for deployment in Russia's far east. Nevertheless, there remain about 200 small reactors at sea in military fleets but this technology cannot easily be transferred to the civil sector due to the requirement of using low-enriched uranium (LEU). In the military sector of recognised nuclear weapons states, high-enriched uranium allows more compact reactor designs with weight and controllability benefits.

The reactor of the Hyperion system uses LEU and measures about 1.5 metres by 2.5 metres. It would produce about 70 MWt - enough for about 25 MWe for propulsion. Its 'battery' design simplifies refuelling to a swap-out operation every 8-10 years with the possibility of managed lease arrangements similar to aircraft engines. However, incorporation of any reactor in a ship would require extensive radiation shielding, consideration of impact protection. A step change in crew training would be required and there is a strong case for crew to be supplied by reactor vendors. Similar to nuclear power on land, the additional capital cost of nuclear compared to fossil fuels is a significant obstacle despite the fact that savings on fuel and potential emissions charges would make nuclear economic in the long run. One of the most effective ways for a diesel-powered vessel to save fuel and emissions is to travel more slowly and avoiding this practical constraint could make nuclear vessels particularly attractive for certain cargoes and routes.

Source: World Nuclear News

TRANSSHELF LOADS KS TITAN 2 IN ROTTERDAM



The **TRANSSHELF** seen loading the jack up **KS TITAN 2** in Rotterdam-Caland canal

Photo : Jan Oosterboer ©

Battery charger on car deck thought to have caused fire

The fire on the **Pearl of Scandinavia** is now thought to have been caused by a short-circuit in the battery chargers on the car deck. DFDS, which owns the ferry, has now banned the use of the chargers on board its ferries. "We're temporarily banning electrical charging on the deck for safety reasons until we have reached a firm conclusion on the cause of the fire," Gert Jakobsen of DFDS told TV2.

A Nissan car, which had been converted from petrol to electric, caught fire on the deck. The owner of the car, Søren Ekelund, believes the fire was caused by a short-circuit in an extension cable connected to a socket on the deck. "I reckon the short-circuit was caused by dampness, so the socket may not have been completely water tight," Ekelund told TV2. Jakobsen said yesterday that it would take six days to repair the damages and resume the ferry's normal services. "We are in contact with ticket holders and are offering them alternative travel arrangements," Jakobsen told The Copenhagen Post. The **Pearl's** sister ship, the **Crown of Scandinavia**, also in service on the Oslo-Copenhagen stretch, will continue as scheduled. **Source : Copenhagen Post**



**Mission
(im)possible?**

Dockwise is the global market leader in heavy marine transports and installations up to 70,000 metric tons. Our versatile fleet of 20 semi-submersible vessels and project organization serves clients around the world with turn key solutions.

With Dockwise nothing is impossible!

www.dockwise.com

DOCKWISE

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

Boskalis offers solution to SMIT Pension Fund

Royal Boskalis Westminster has announced that it has submitted a written proposal to the Board, the Members' Council and the Accountability Board of the SMIT Pension Fund the aim of which is to prevent a reduction in pension entitlements from 1 January 2011. The proposal encompasses a one-off voluntary deposit by Boskalis to the SMIT Pension Fund of approximately €30 million. This deposit will bring the SMIT Pension Fund up to the required level to give it sufficient prospects for recovery within the period of the recovery plan.

This will allow the reduction in pension entitlements which would otherwise be required with effect from 1 January, 2011, to be avoided. This voluntary deposit will be conditional upon all parties related to the SMIT Pension Fund accepting that all discussions relating to the past are hereby closed and that going forward there will be no obligation whatsoever to make any further deposits. Peter Berdowski, CEO of Boskalis, said: "Boskalis is a company that traditionally values the welfare of its employees. It would be unacceptable for us to leave our new colleagues and SMIT pensioners out in the cold, in our centenary year in which we will be reporting a record profit." "I think that this proposal offers a fine solution which will enable us to leave the past behind us. We prefer to look ahead with this wonderful maritime company we form together." These deposit has no impact on the company's 2010 full-year profit forecast of at least €290 million. Source : [Dredging News Online](#)

Maritiem Instituut Willem Barentsz, opnieuw in de top 10 beste opleidingen



De opleiding Maritiem Officier van het **Maritiem Instituut Willem Barentsz (MIWB)** van NHL Hogeschool staat, met een 9, voor het derde jaar op rij bij de beste HBO-opleidingen van Nederland. Ook de opleiding Ocean Technology scoort met een 8,2 zeer goed. Dit blijkt uit onderzoek van de Keuzegids HBO Voltijd 2011. Deze keuzegids wordt jaarlijks samengesteld door een onafhankelijke redactie bij het Centrum Hoger Onderwijs Informatie (CHOI). De ranglijst geeft een oordeel over de kwaliteit van opleidingen. De samenstelling is gebaseerd op een combinatie van studentenoordelen en het oordeel van experts en cijfermatige informatie als slagingspercentages.

De opleiding Maritiem Officier wordt op Terschelling aangeboden en scoort maar liefst een 9,0 en behoort daarmee tot de excellente opleidingen in het HBO. NHL Hogeschool, waar het Maritiem Instituut deel van uitmaakt, staat op de 5e plaats in de landelijke ranking van middelgrote hogescholen. "Het **Maritiem Instituut Willem Barentsz** heeft de meest tevreden studenten. Dat geldt zowel voor de officierenopleiding als voor Ocean Technology. Er zijn vrijwel geen kritiekpuntjes te vinden. De studenten zijn over alle aspecten van de opleiding positief. De lesgroepen zijn klein en je krijgt er veel les.", aldus de keuzegids. **Gerrit van Leunen**, directeur MIWB, over het succes van de opleidingen: "Fantastisch dat we voor het 3e jaar op rij zo'n hoge score mogen noteren.





Klasse dat het team hier wederom in geslaagd is! De betrokkenheid van de medewerkers is erg hoog, het wij-gevoel is overal aanwezig. Prachtig om te zien dat onze studenten dit ook zo ervaren." Momenteel studeren op Terschelling 326 studenten aan de opleidingen Maritiem Officier en Ocean Technology. Aan het Maritiem Simulator Training Centrum op Terschelling, de nationale faciliteit voor zeevaartschoolstudenten (MBO/HBO), werden het afgelopen jaar zo'n 800 cursisten uit heel Nederland opgeleid. Met opleidingen op het gebied van maritieme techniek en petrochemie & offshore timmert de NHL ook in Leeuwarden flink aan de weg in het maritieme cluster.

De beide opleidingen, Maritiem Officier en Ocean Technology, zijn als volgt in de keuzegids Hoger

Onderwijs 2011 geeindigd; Maritiem Officier 9.0 en Ocean Technology 8.2.

Maritiem officier (locatie Terschelling), 1e plaats in de categorie maritiem officier en één van de 22 excellente opleidingen in het hbo Ocean technology (locatie Terschelling), 2e plaats in de categorie maritiem officier - **all photo's : Piet Sinke ©**

De classificering van de Nederlandse Hogere Zeevaart Scholen is de volgende:

- Maritiem Instituut Willem Barentsz 90 punten
- Maritiem instituut A'dam 80 punten
- Maritiem Instituut De Ruyter 80 punten
- Maritiem Instituut R'dam 68 punten



The **NANSEN SPIRIT** seen during her maiden trip enroute Amsterdam – **Photo : Joop Marechal ©**

Survey sees crew costs as set to rise

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 325

Vessel operating costs are expected to rise by 3.2 percent this year and by 3.5 percent in 2011, Crew costs are the category most likely to produce the highest levels of increase. Those are some of the results of a new survey by international accountant and shipping consultant Moore Stephens.

The survey is based on responses from shipowners and managers, mostly in Europe and Asia. It revealed an overall expectation that crew costs would rise by 2.7 percent in 2010 and by 3.0 percent in 2011. "It's all about crew," noted one respondent. "With fewer experienced crew available for worldwide fleet expansion, labor costs will rise." Another commented: "In order to keep the present pool of seafarers and improve performance, we will need to look at increases in wages and other benefits for seafarers so that they are attracted to work on board, rather than take up lucrative jobs ashore."

Responses to the survey indicated that the cost of lubricants is expected to increase by 2.4 percent and 2.7 percent in 2010 and 2011 respectively, with repair and maintenance expenditure likely to rise by 2.6 percent in both years. The category thought most likely to produce the lowest level of increases in both 2010 and 2011 was management fees, at 1.6 percent and 1.8 percent respectively.

"The dark horse is insurance costs," remarked one respondent, "due to the fact that ordinary planned maintenance in many cases will be either reduced or ignored as vessel income cannot finance the costs, and banks will not provide or extend credit lines. More incidents will be reported to insurers, with a consequential increase in premiums." There were also concerns that operating costs would increase due to the weakness of the dollar. "Operating costs over the next two-to-three years may not show any substantial increase as the world economy continues to stagnate," said one respondent, "but costs will increase due to the devaluation of the dollar, which inflates overall costs".

Asked to name the three factors most likely to influence the level of vessel operating costs over the next twelve months, 43 percent of respondents identified crew supply as the most significant, followed closely by finance costs at 39 percent and then by demand trends, at 22 percent. Crew supply and finance costs were also the top two factors in Moore Stephens' 2009 survey, although then finance costs led the way at 26 percent, with crew supply at 22 percent. The third most significant factor in 2009 was competition, at 16 percent.

Moore Stephens shipping partner Richard Greiner says, "Ship operating costs have been running at increasingly high levels in recent years but our OpCost benchmarking tool shows that, in 2009, total annual operating costs fell - for the first time in eight years - across all the main ship types by an average of 2.0 percent. It is no surprise now to find that the industry is expecting costs to increase this year and next, nor to learn that crew costs are likely to lead the way in this regard. But it does seem that some of the volatility of recent years has gone out of ship operating costs, and that is good news for shipping. Any repeat of the huge increases recorded in recent years would be unsustainable in the current economic climate." **Source : MarineLog**

CASUALTY REPORTING



ACCIDENT AT PRAIA MOLE COAL TERMINAL



Vitoria city suffered strong winds last Thursday (18-11-2010) evening around 2030hrs, what resulted in the collapse of two unloaders at Praia Mole Coal terminal (unloaders 02 and 03). There are no victims or injuries, neither any ship was affected by the accident.

There was/is only one ship alongside the terminal, and we are waiting terminal's comments about un-berthing, once terminal needs to perform a full evaluation of the situation. Considerable delay on operations is expected, but any comment at this point is speculation, for which we are also checking what will be their action plan. As far as we are aware Vale is doing their best, already working in order to resume terminal operation as quick as possible.



ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?
PLEASE VISIT THE WEBSITE :
WWW.MAASMONDMARITIME.COM
AND REGISTER FOR FREE !

NAVY NEWS

28 million euro orders for Dutch and Belgian naval ships

Imtech (technical services provider in Europe and on the global marine market) has received new orders for new and existing ships from the Royal Netherlands and Belgian navies worth over 28 million euro. Damen Schelde Naval Shipbuilding (Vlissingen, the Netherlands), builder of the new logistic support ship '**Karel Doorman**' of the Royal Netherlands Navy, granted Imtech the contract for the design, production, delivery and implementation of various technological solutions on board this Joint Support Ship (JSS). Imtech also obtained orders for a technological upgrade of the Royal Netherlands Navy's supply vessel '**Hr. Ms. Amsterdam**' dating from 1995 and a technological upgrade of two M-class frigates owned by the Belgian Navy. René van der Bruggen, CEO Imtech: 'Imtech is one of the strongest technology players on the global market for naval vessels and works for many navies. Contracts like the new logistic support ship '**Karel Doorman**' are important to us. Not just in terms of continuity, but also as a base for global export of innovative technologies. The close co-operation with clients such as the Royal Netherlands Navy, Damen and other players in the maritime chain enables us to display our knowledge and skills and demonstrates our technological innovations again and again. That is why we have been awarded orders from among others the Turkish, Moroccan, Singaporean and South Korean navies. This has a positive impact on Dutch employment and confirms the important position of the Dutch maritime industry in the global maritime playing field.'

Technology for the Royal Netherlands Navy's Joint Support Ship 'Karel Doorman'

Distribution : daily 14775+ copies worldwide

21-11-2010

Page 11

The new logistic support ship '**Karel Doorman**', also called a Joint Support Ship (JSS), will replace the supply ship '**Hr. Ms. Zuiderkruis**' which dates from 1975. With a water displacement of nearly 28,000 tons and measuring 205 metres in length, this is one of the biggest naval ships ever built in the Netherlands. The contract will be officially signed by Damen Schelde Naval Shipbuilding and Imtech this afternoon at the NIDV congress (the Netherlands Industry Association for Defence and Security) in Rotterdam. The vessel's primary tasks involve supplying Dutch naval ships and/or the fleet with which it is operating and transporting heavy and/or special equipment to support land operations from the sea. Furthermore, the vessel can also be used for humanitarian relief operations and civil assignments such as disaster relief. In total, the ship can accommodate 300 crew members. The ship has a helicopter deck for two helicopters, a loading and unloading facility for landing crafts and various radar, communication and defence systems. Imtech is responsible for the platform automation (the heart of the ship), the fully automated integrated bridge, the majority of the power supply and various electrical and communication solutions. The ship will be delivered to the Royal Netherlands Navy in 2014.



Left : From left sitting: **Kees-Jan Mes**, directeur Imtech Marine & Offshore; **Hein van Ameijden**, directeur Damen Schelde Naval Shipbuilding. From left standing: **Joop Noordijk**, Damen Schelde Naval Shipbuilding, Projectleider JSS; **Jan Hoegge**, Marketing & Sales Naval Imtech; **Wim Flipse**, Procurement Damen Schelde Naval Shipbuilding; **Cent van Vliet**, directeur NIDV.

Technological upgrade of 'Hr. Ms. Amsterdam' for the Royal Netherlands Navy

With a contract from the Defence Material Organisation, Imtech is upgrading the hardware and software of the existing platform automation on board the Royal Netherlands Navy's supply vessel '**Hr. Ms. Amsterdam**' dating from 1995. This involves the replacement of computers, the inclusion of new fibre-optic technology and the implementation of new processors as well as measurement and control solutions, which will include appropriate new and faster software. This will significantly improve the ship's platform functionality. The project will be completed in 2012. Technological upgrade of two M-class frigates for the Belgian navy For the Belgian navy, Imtech is providing the technological upgrade of an existing integrated control and monitoring system on board two M-(multipurpose) class frigates. The entire system, consisting of numerous linked computer systems distributed throughout the ships which control and monitor all the platform technology on board, is being replaced by a new state-of-the-art version. The first ship will be ready in 2012 and the second in 2014.

SHIPYARD NEWS

USC evaluates shipbuilding assets of UIC at 23bn rubles

JSC United Shipbuilding Corporation (USC) assesses the shipbuilding assets of United Industrial Corporation (UIC) at 23 billion rubles, PortNews reports citing the USC press service. Meanwhile, the majority stockholder of the shipyards gives its own price at 100,4 billion rubles with reference to the assessment of BDO Unicon agency. Two days ago, hearing at Arbitration Court of Appeal on dispute between the two corporations over the assets value was canceled and rescheduled for December 23 as the defendants in the case did not appear at the court.



KOTUG's Rotor ® tug **RT ADRIAAN** seen in drydock at Van Brink in Rotterdam - **Photo : Bas van Hoorn ©**

ROUTE, PORTS & SERVICES



Seamanship

Whatever the ship. Wherever delivered.

The world's ship delivery pioneer, Redwise, provides a top quality take-over, sailover, hand-over service for every type of vessel, wherever you need it delivered.



www.redwise.com info@redwise.nl

Vietnam: Shipping firms make profit from.. selling ships

Though shipping fees have increased by 10 percent over the previous year, shipping agents still cannot earn much money from shipping services, while their profit mainly come from ship trading. Production companies said that domestic shipping fees are now higher than international shipping fees. It is very difficult to find service providers at this moment, because the number of ships is limited, while the demand is increasing. Forwarding companies have said the domestic shipping fee has increased by 10 percent in comparison with the last year, while it is expected to increase by 10-15 percent further in the high year-end season, though the volume of goods will not increase significantly. According to Dang Tan Phong, Director of SCM Vietnam, the volume goods going through the company has decreased by 5-8 percent over the previous year. The shipping fee increases are considered "reasonable", because the crude oil price has climbed to over \$80 per barrel in the world. However, Phong said domestic shipping firms still cannot meet the demands in service quality.

Experts say the current capacity of domestic shipping firms is sufficient to meet the domestic demand while they do not have to compete with foreign firms. In general, the shipping firms which exploit domestic routes have to exploit short-distance routes to Thailand or Singapore to use up all of their capacity. However, some shipping firms said that the big disadvantage for domestic shipping firms is the inconsistency of the volumes of goods which depends on the seasons and weather. Therefore, though the shipping fees are high at certain times, they are not high enough to bring fat profits to shipping firms, and many domestic shipping firms have fallen into difficulties.

According to representative from Vosco, the expenses on sea transport are heavily dependent on the fuel prices. Meanwhile, the oil price has been increasing steadily in the world market. There are nine container shipping firms which are providing services on domestic routes. Of these firms, Vinalines holds 40 percent of the market share, while the remaining market share is being held by Vosco, Bien Dong, Vinafco, Vinashin Lines and Gemadept. The enterprises have experienced an unprofitable year. The financial report for the third quarter of 2010 of Saigon Maritime showed that the company incurred a net loss of 8.31 billion dong in the first nine months of the year. The third quarter alone witnessed the loss of two billion dong because of higher expenses. Meanwhile, Dong Do Maritime Joint stock Company said it incurred a pretax loss of 16 billion dong in the third quarter of the year. In general, shipping firms now can only make modest profit from shipping services.

It's more profitable to sell ships , According to the report by Vosco, the pretax profit of the enterprise reached 116 billion dong in the first nine months of the year. Of this amount, shipping services brought the turnover of nearly two trillion dong. Especially, the ship trading brought more than 97 billion dong. Similarly, Vinaship got 31.1 billion dong in the first nine months of the year. The sale of three ships worth more than three million dollars were a major contribution to the company's profit. Vitranschart has said that the turnover in the third quarter of the company increased by 155 billion dong. Though the shipping fees increased significantly in comparison with 2009, the enterprise

said that the profit is equal to 69.2 percent of that of the previous year, due to the increasing expenses. There has been no figure about the profit the company earned from the sale of a ship worth \$2.8 million. However, it is clear that the sale has made a large contribution to the 12 billion dong profit of the company. **Source: VietNamNet Bridge**



Global Ship Delivery & Crewing Solutions



www.tos.nl



The crewboat **SURFER 2608** seen loaded as deck cargo onboard the **BOURBON LIBERTY 234** at the Singapore Western working anchorage – **Photo : Piet Sinke ©**

Ferry operator ICG posts Q3 earnings rise to €25m

Ferry operator Irish Continental Group (ICG), which trades as Irish Ferries, posted a 9pc rise in earnings (EBITDA) to €25m in the three months to the end of September as turnover remained almost flat at €81.2m for the period. In a meagre interim management statement issued yesterday, ICG warned that the economic backdrop to its business

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 325

remained challenging, but noted that its operating profit in what was the company's third quarter climbed 12pc to €19m.

The ferry company's business is seasonally weighted towards the second half of the year, which is its busiest period as it incorporates the bulk of the summer holiday season. "The impact of the impending adjustments in public finances in both Ireland and the UK is uncertain both with regard to tourism and freight demand," said ICG's statement. "Nonetheless, we have carefully managed our cost base and our operational capacity to continue to be able to compete profitably in this environment." While the number of passengers using its services rose 5.9pc in the four months to the end of October, ICG said that its roll-on, roll-off freight operations continued to be weak, with volumes down 10.1pc in the four month period to the end of last month.

Container freight volumes at the company were 2.4pc lower as the company ditched some services that were being delivered at uneconomic rates, while the number of container units lifted at the ports from which ICG operates fell 3pc. The total number of passengers carried in the first 10 months of this year was over 1.37 million, up 8.9pc year-on-year, while the number of cars carried was 1pc lower at 326,000.

Total turnover at the group in the nine months to the end of September was €203.6m, up from €200.4m a year earlier, while operating profit for the period was up 15.4pc to €27.8m. Its net debt fell to €13.8m from almost €27m at the end of June. Analyst Stephen Furlong of Davy says that he continues to be keen on ICG stock because of its cash-generating abilities and operating leverage. "The key catalyst will be any change in the supply conditions in the freight market," he said. Bloxham Stockbrokers noted that ICG should have enough cash earnings in the current year to "comfortably cover" a €1 dividend for shareholders and that the company was likely to be debt free next year, sparking speculation over how shareholders might be further rewarded. ICG shares closed down 10c at €15.20.

Source: independent.ie



TESO's **SCHULPENGAT** seen outward bound in IJmuiden after a maintenance period at the **Oranje yard** in Amsterdam

Photo : [Joop Marechal](#) ©

Identifying the Synergies between Decommissioning and Wreck Removal - the What, When, Where and How of Dealing with Large Steel Structures

Tuesday 14 December 2010

at

City Conference Centre, 80 Coleman Street, London, EC2R 5BJ

One of the key objectives of the SUT is the cross-fertilisation and dissemination of ideas, experience and information in underwater technology, ocean science and offshore engineering. To achieve this and as part of the Society's interdisciplinary and increasingly international programme, the Salvage & Decommissioning Committee is holding the first in its series of one day conferences, each specifically aimed at tackling a contemporary challenge, or highlighting technology and/or research gaps.

Whereas much of the oil and gas sector's extensive experience to date rests in the design, development, installation and operation of offshore equipment, the decommissioning of what are now, in many parts of the world, mature assets is a new undertaking. For the global salvage industry, on the other hand, removing large, frequently damaged and always variable steel structures is part of the everyday portfolio.

In recent decommissioning fora, the question increasingly presented is - what is the safest, most environmentally responsible and cost effective way forward - rewinding the construction process or taking on 'as found' approach?

In first establishing the size of the decommissioning markets in the North Sea, USA and Asia; taking recent case studies from each of these areas; giving an overview of respective commercial models; and highlighting alternative solutions, the purpose of the day is to bring individuals, businesses and academic organisations together - all of whom could benefit by interaction, but who would not usually meet - with a view to developing sustainable and efficient solutions to underwater tasks in a shared marine arena.

Registration Information

To register, please click here : <http://events.sut.org.uk/> open the PDF file at **14 December** and complete the registration form as per instructions and send your payment to SUT's Aberdeen Office. SUT, Innovation Centre, Exploration Drive, Aberdeen Science and Energy Park, Bridge of Don, Aberdeen, AB23 8GX. Email: michele.ross@sut.org Fax: 01224 820236. Phone: 01224 823637

Registration Fees

SUT Members £145.00 (plus £25.38 VAT)

Non Member £245.00 (plus £42.88 VAT)

Inclusive of tea/coffee, lunch and reception

Torm lost \$27m in Q3 2010

Copenhagen-based Torm shipping company posted a loss before tax of 27m dollar for Q3, compared to a profit of \$44 million in the same period of 2009. The result in Q3 2010 is not satisfactory and slightly below expectations, Torm CEO Jacob Meldgaard said.

The result before tax for the first nine months of 2010 was a loss of \$49 million and included a profit of \$18 million from sale of vessels. Torm still forecasts a loss before tax of \$75-85m for 2010. At 30 September 2010, Torm had covered 30% of the remaining earning days for 2010 in the Tanker Division at USD/day 16,173 and 87% of the remaining earning days in the Bulk Division at USD/day 19,791.

A/S Dampskibsselskabet TORM or TORM, based in Copenhagen, Denmark, is a shipping company that owns and operates product tankers and bulk carriers. TORM's company's tankers carry refined oil products such as gasoline, jet fuel, naphtha and diesel oil. The company's dry bulk vessels are mainly focused in the Panamax segment.

Source: maritimedanmark.dk



AVRA *Wij zijn op zoek naar jou!*
TOWAGE BV

Wij zijn op zoek naar Nederlandse kapiteins met sleepervaring en stuurlieden met of zonder sleepervaring om onze sleepboten te bemannen.

Als AVRA kapitein of stuurman moet je in het bezit zijn van de benodigde papieren. Omdat wij wereldwijd varen is een vaarbevoegdheid voor onbeperkt vaargebied een must.

Nieuwsgierig? Bel of email ons : 010-2810886 / operations@avra.nl



The **ATLANTARCTIC** seen passing the Singapore straits – Photo : **Piet Sinke** ©

Japanese ship orders soar for 11th month

Japanese export ship orders surged 88.5 percent in October compared with a year ago to 675,300 gross tons, according to figures released by the Japan Ship Exporters' Association. Climbing back after 15 months of steep decline in the global recession, ship orders have grown by large double digits and sometimes into triple digits in the last 11 months. In August the gain was 111.3 percent.

Takao Motoyama, chairman of the Shipbuilders' Association of Japan, said at a press conference this week that Japanese ship orders are recovering. "The worst is over," he said. In October, Japanese shipbuilders received orders for 20 export ships -- 16 bulk carriers, two oil tankers and two general cargo vessels. In the first 10 months of 2010, orders totaled 9.4 million gross tons, up 94.2 percent from the same period last year but still only a little more than half the 18.6 million gross tons ordered during the same 10-month period of 2008. Motoyama, who is also chairman of

Mitsui Engineering and Shipbuilding, painted a cautious picture of the Japanese shipbuilding industry, citing such factors as uncertainty over prices for materials and equipment and the appreciation of the yen. The sharp rise in the value of the yen since this summer has "put Japanese shipbuilders at a disadvantage in terms of cost competitiveness vis-à-vis rival South Korean and Chinese shipbuilders," Motoyama said. **Source: joc.com**



Above seen the **Silver Shadow** docked in the Bund district in Shanghai - **Photo : Camiel Sleijpen ©**

Kolkata Port plans midstream loading facilities

The Kolkata Port Trust (KoPT), which runs the twin dock systems at the Kolkata and Haldia complex, will introduce midstream transloading facilities, where a bigger vessel can offload goods to smaller ones, reported The Hindu.

Arrangements in this regard are being made off the Sagar Islands in Sandheads, at the mouth of the Hooghly river where it merges into the Bay of Bengal. The transloading facilities are expected to come into operation within this financial year, M.L. Meena, chairman, KoPT, said on the sidelines of a National Trade and Logistics Symposium, organised by the Indian Institute of Foreign Trade (IIFT). He expected that once the midstream offloading facilities were in place, the KoPT will see a rise of at least 10-15 million tonnes of cargo. Currently, the KoPT, Kolkata and Haldia dock system combined, handles a container load of 52 million tonnes. Several companies, both national and international, have shown interest in carrying out transloading facilities on a public private partnership (PPP) basis. Foreign firms, Bocimar (Belgium), a subsidiary of Compagnie Maritime Belge (CMB) and Louis Dreyfus Armateurs (LDA), a French firm, as well as some Indian companies such as Tata Martrade International Logistics (a Tata Steel subsidiary) and ABG Shipyard have shown interest in the US\$100 million project.

The transloading facilities will help the KoPT overcome its problem of declining draft that both Kolkata and Haldia dock complex have been facing for sometime now. According to Meena, the draft in Kolkata and Haldia dock system has gone down to below 7m making it difficult for fully loaded large vessels to offload goods here. As a result of this, several ships now move to Paradeep port in Orissa and Vishakapatnam port in the Andhra Pradesh for offloading.

Companies such as NTPC, SAIL and Tata Steel, which require a huge amount of coal, now offload a part of their goods at other docks before coming to Kolkata or Haldia. "Some other small steel making companies too have been offloading at other ports because of the increased draft and lack of cost effectiveness of the KoPT. We hope to retain these companies once the transloading facilities are in place," Meena said. He added that the KoPT was also planning to follow the Chinese model of setting up jetting along a river so that it becomes easier for large vessels to offload their goods before entering the Kolkata or Haldia dock complex. **Source: cargonewsasia**



The **GLOMAR COMMANDER** (ex **RAMCO CLIPPER**) seen moored in Den Helder
Photo : Willem Koper ©

SITC orders boxships at Dae Sun

SITC Development has ordered a trio of feeder boxships from Dae Sun Shipbuilding and Engineering. The Hong Kong-listed company has ordered one 953 teu and a pair of 1,040 teu containerships from the South Korean yard at a total cost of \$57.3m. The vessels are due to be delivered between the end of 2011 and the end of 2012. SITC said the new vessels would allow it to expand its self-owned fleet to meet the increased demand for its services.

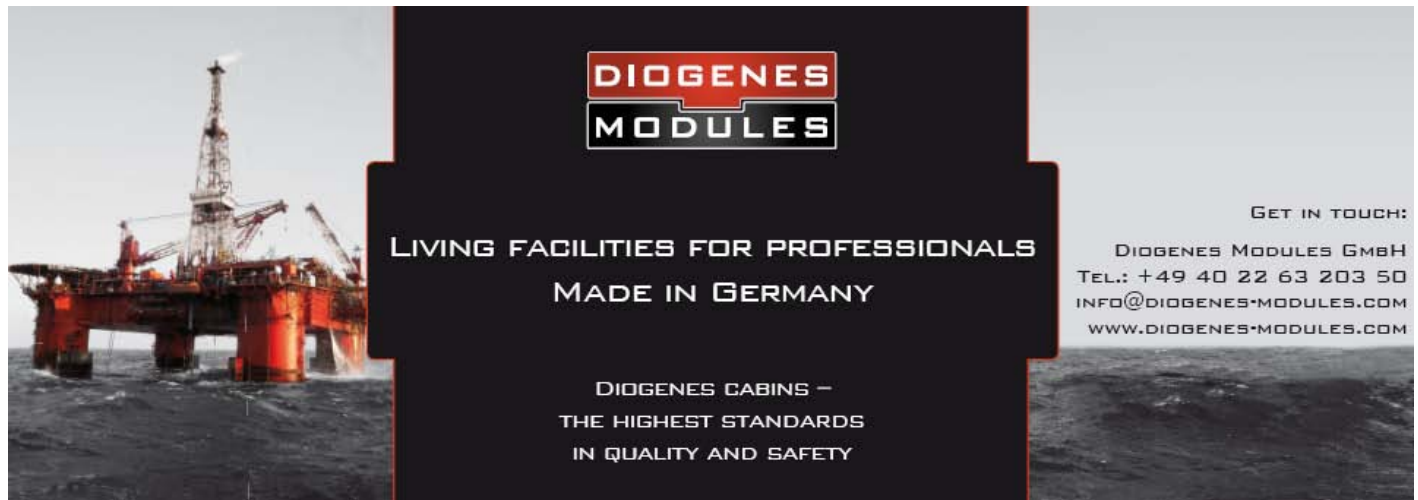
Source: [seatrade-asia](http://seatrade-asia.com)

Fast Lane launches new loaded container storage service

Fast Lane Transportation has launched a new service that offers secure overnight load storage on a twelve-acre site in Wilmington, California, just half a mile from the Los Angeles/ Long Beach harbours. The new service will serve truckers, freight forwarders and steamship lines by providing a safe and secure facility with guard-protected, gated entry and a secure perimeter for drivers and loaded containers.

"Cargo theft, particularly in these difficult economic times, is on the rise and our industry needs alternatives to protect their customer's freight," said Patrick Wilson, president of Fast Lane Transportation. The service operates 24/7 to offer truckers immediate access to their cargo. The company maintains and operates digital security cameras with night monitoring, along with a generator backup for all security and lighting. A driver may remain with the load, since some insurance companies require truckers to stay with trailers to the final destination. With the Port of Los Angeles' Clean Truck Program proposal requiring licensed motor carriers to comply with off-street parking provisions, Fast Lane is already in compliance. Fast Lane Transportation also operates an eighty-acre intermodal cross-dock and equipment depot in Adelanto, California, for medium- to long-term equipment storage. This facility's proximity to San Bernardino and relatively inexpensive storage fees makes the site ideal compared to locations closer to the ports for long-term

storage. The company also operates a fifty-acre facility in Wilmington, just one mile from the Intermodal Container Transfer facility, for equipment storage, repair, sales and trucking services. Fast Lane's Oakland depot is only four miles from the piers, with direct access to the main freeways leading to I-5. **Source: eyefortransport**



**DIOGENES
MODULES**

**LIVING FACILITIES FOR PROFESSIONALS
MADE IN GERMANY**

**DIOGENES CABINS –
THE HIGHEST STANDARDS
IN QUALITY AND SAFETY**

GET IN TOUCH:
DIOGENES MODULES GMBH
TEL.: +49 40 22 63 203 50
INFO@DIOGENES-MODULES.COM
WWW.DIOGENES-MODULES.COM

MOL starts Vietnam tugboat business

Mitsui O.S.K. Lines (MOL) has established a joint venture with two local companies in Vietnam and started a tugboat business. The joint company will allocate high-powered, high-performance tugboats in Vietnam's Cai Mep/Thi Vai area, where deep-water container terminals are now under development. It will offer safe, high-quality support services for vessels calling at ports in the region, helping meet the needs of Vietnam's shipping industry and international shipping lines. The new venture is called Tan Cang-Cai Mep Towage Services. Deepwater container terminals have been constructed to serve Vietnam's Cai Mep/Thi Vai areas as a result of tremendous economic growth in Southern Vietnam. The number of large-scale vessels calling at the ports will continue to increase, so stable tugboat service is indispensable. The new company has benefited from high-quality tugboat operation know-how accumulated by the MOL Group, and will meet those needs and contribute to stable operation in these areas. **Source: cargonewsasia**



The TSHD **ROTTERDAM** seen anchored off Dampier - **Photo : crew Rotterdam ©**

Technip wins major offshore contract in Venezuela

Technip, an engineering and construction company for the oil and gas industry, has been awarded an engineering, procurement and construction management (EPCM) contract by Petroleos de Venezuela for the Mariscal Sucre Dragon/Patao development, offshore the northeast coast of Venezuela. The Mariscal Sucre Dragon and Patao fields are

located around 40.2 kilometres north of Paria peninsula in Venezuela, at a water depth of 100 to 130 meters. They are the first offshore gas development in Venezuela. The contract covers project management and construction management for the Dragon platform and subsea system fabrication, transportation and installation, as well as engineering for the platform and subsea tieback to the Dragon field. The platform will be installed in approximately 130 meters of water depth,

Technip France has signed this contract that will be executed with the group's north American engineering centre and Technip's Venezuelan affiliate, Estudios y Proyectos Ditech. **Source:** [bairdmaritime](#)



The boutique cruise vessel **ORION** making her first visit to Melbourne on Tuesday 16th November 2010 at Station Pier Port Melbourne."

Photo : Andrew Mackinnon. - www.aquamanships.com

SCF Group joint project with Glencore

On 16 November 2010, SCF Group took delivery of the first product tanker, SCF Alpine under a joint project between SCF Group and Glencore International AG, SCF press release said. The project, which will be undertaken by a joint venture of Sovcomflot and Glencore, provides for the acquisition and commercial management of five coated Panamax product tankers (LR1 type). Technical management of all the vessels will be performed by Unicom (St.Petersburg) – a subsidiary of OAO Sovcomflot. The delivery of the four other product tankers is expected to be within the year 2011.

Evgeny Ambrosov, Senior Executive Vice-President of OAO Sovcomflot, noted: "Sovcomflot's entry into the LR1 product tanker segment, as well as the enlargement of the company's fleet with modern new vessels, is in line with SCF Group's development strategy for 2010-2015, and is stipulated, among other factors, by the changing geography and structure of the world energy trade. Participation in the joint project with Glencore enables a broader access by SCF Group to the cargo base of one of the world's largest traders and lays down the foundations of the company's further development in the LR1 product tanker segment, as well as strengthening Sovcomflot's position in the rapidly developing markets of seaborne oil and oil products transportation, first and foremost in South-East Asia."

Jan Andersen, Head of Shipping, ST Shipping (a subsidiary of Glencore), noted 'The partnership with Sovcomflot is a new and very exciting milestone. SCF Group is a world class technical and commercial partner and we hope that this Joint Venture will play a key role in ST's transition from an operator of a substantial TC fleet to a Global player of both managed and owned vessels. The first tanker of the SCF Alpine series is a modern Panamax product tanker with double-hull, deadweight – 74,120 tonnes, length – 228 metres, breadth (moulded) – 32.2 metres, and able to carry up to 12 grades of oil products. The implementation of improved tanker specifications corresponds to international safety of navigation and environment protection standards, and meets the technical requirements set for modern oil and oil product terminals. Sovcomflot Group, founded in 1995, is one of the largest Russian shipping companies.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 325

Sovcomflot's fleet comprises of 146 ships of total deadweight of over 10 million tons. The company shipbuilding program includes 10 ships of total 800,000 DWT. The average Sovcomflot's tanker age is some 7 years (world's average - 12 years). The Group ranks first in the world in the segment of commodities carriers, the second - in Aframax vessels segment. The company has the world's largest Ice Class vessels fleet. It is also the top global operator of Arctic shuttle tankers and LNG carriers with Ice Class. **Source: scf-group**



HAL's **NOORDAM** seen arriving in Willemstad (Curacao)

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

OLDIE – FROM THE SHOEBOX



The **OP TEN NOORT** an 6,000 ton Dutch passenger liner based in Java and on regular service between Surabaya and Singapore. Converted to a hospital ship for the Dutch Navy at the outbreak of the war. In harbour at Surabaya during the Battle of the Java Sea, she was dispatched to look for survivors but was intercepted by two Japanese destroyers

and ordered to turn back to Bandjarmasin in Borneo where she was boarded and apprehended. Ordered to take on board 970 Allied prisoners-of-war, including around 800 survivors from the British cruiser **Exeter** sunk in the Java Sea battle, she sailed for Makassar and there, for the next eight months served as a hospital facility for the POW camps in the area. Later she sailed for Yokohama under the Japanese flag and a new name '**Tenno Maru**'. For the remainder of the war she sailed between Singapore and Manila carrying looted gold and other treasures from the Japanese occupied countries. Just weeks before the war ended she arrived again in Yokohama loaded with 2,000 metric tons of gold but instead of offloading her cargo she then sailed on to the Maisaru Naval Base where more gold and platinum bars, diamonds and other gems were put on board. (A metric ton of gold equals 26,400 ounces) Realizing the war was over it was decided to sink the ship and recover the treasure at a later date. Just days before the Japanese surrender the **Op ten Noort** was taken out into Maisaru Bay late at night by a group of high-ranking Japanese naval officers. The Japanese captain and twenty-four crewmen were shot dead and the ship scuttled. When the wreck was found in 1990 the Japanese valued the treasure at thirty billion US dollars (Three trillion Japanese yen)

The **Op Ten Noort** was completed in 1927 as a merchant ship, but was drafted by the Dutch Navy on 1 December 1941 as a hospital ship. Her subsequent career illustrates the viciousness of the Pacific War: bombed by the Japanese on February 22, 1942, in violation of the Hague Conventions; commandeered by the Japanese on February 28, in violation of the Hague Conventions; used by the Japanese in October to transport mines while in hospital colors, in violation of the Hague Conventions; strafed by American carrier aircraft in violation of the Hague Convention; scuttled on August 17, 1945, in violation of the ceasefire. There were incidents involving hospital ships on both sides, but those involving the **Op Ten Noort** were unquestionably deliberate and especially egregious.

Source : added by **Mark** aka **James Cook**, "Seatheships" <http://www.seatheships.org.uk> - **Photo : A Green**

.... PHOTO OF THE DAY



The **SAMPSON** seen departing from Rotterdam bound for Shipdock in Amsterdam – **Photo : Jan Oosterboer ©**

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information

UNSUBSCRIBE / UITSCHRIJF PROCEDURE

To unsubscribe click [here](#) (English version) or visit the subscription page on our website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

Om uit te schrijven klik [hier](#) (Nederlands) of bezoek de inschrijvingspagina op onze website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL>