

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 327



Number 327 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Tuesday 23-11-2010**

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The WESTEWIND seen at the Oude Maas
Photo : Marijn van Hoorn ©

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EVENTS, INCIDENTS & OPERATIONS

Persian Gulf Tanker Rates Gain for Third Day on Vessel Demand

The cost of shipping Middle East oil to Asia, the world's busiest route for supertankers, climbed for a third day on increased demand. Charter rates for very large crude carriers, or VLCCs, on the industry's benchmark Saudi Arabia to Japan route climbed 3.9 percent to 71.81 Worldscale points, according to the London- based Baltic Exchange today. "Owners can hold out for higher rates" after a "flurry" of bookings, Imarex Asia Pte, a unit of freight derivatives broker Imarex ASA, said in an e-mailed report today.



The VLCC ANTONIS I. ANGELICOUSSIS seen Eastbound in the Singapore straits
Photo : Piet Sinke ©

Returns from the Saudi Arabia to Japan route jumped 13 percent to \$30,965 a day, taking them above the \$30,900 that Frontline Ltd., the biggest operator, said Aug. 27 it needs to break even on the carriers. They had been below that threshold for the seven prior sessions. Worldscale points are a percentage of a nominal rate, or flat rate, for more than 320,000 specific routes. Flat rates for every voyage, quoted in U.S. dollars a ton, are revised annually by the Worldscale Association in London to reflect changing fuel costs, port tariffs and exchange rates. Each flat rate assessment gives owners and oil companies a starting point for negotiating hire rates without having to calculate the value of each deal from scratch. The Baltic Dirty Tanker Index, a wider measure of crude oil transportation costs that also incorporates smaller vessels than VLCCs, gained 0.8 percent to 882 points, according to the exchange.

Source: Alaric Nightingale, Bloomberg

15 rescued from sinking

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SEARCHERS have reportedly rescued all 15 people aboard a general cargo ship that capsized and sank off Yemen.

Socotra Passport Authority director Fuad Saad told the Saba news agency that the Saudi-owned, 800dwt, Panama-registered al **Mustafa 1** went down on 17 November. It was about 10 n-miles off Hadramout in the Socotra archipelago, en route from Mukalla to Socotra, he added. Three passengers, its 10 crew members – eight Yemenis, a Tanzanian and a Somali – and two Yemeni coastguards protecting the ship were all found floating on timbers and barrels, he said. **Source : Fairplay 24**



Shippingnews contributor Capt. **Charles-Dauphin Miller** lands a big one by hand line South China Sea
Photo by: www.pixs-7seas.com

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Another Baltic ferry fire



A truck caught fire on Scandlines' «[Mecklenburg- Vorpommern](#)» ten minutes before arrival in Rostock Friday evening. 136 Passengers (122 Trucker/2nd men, 12 car drivers and 2 footies) on board and according to first reports were able to leave the ferry uninjured - crew details, nor cause of fire at this moment unavailable. After two hours the fire, which caused a lot of smoke, was reported to be out and the vehicles could be unloaded. A second truck was damaged by the fire. Traffic for the return journey to Sweden was transferred to TT Lines sailing. Source : [Stern.de](#)

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

Royal Caribbean eyes Vietnam as potential cruise market

Discover the World Marketing, a global travel and marketing representation firm, has been chosen as a sales agent to sell cruise itineraries of Royal Caribbean International in and out of Asia in Vietnam as a potential market. Bernard A. Keller, director of Discover the World Marketing in Vietnam, said the expatriate community in Vietnam was the target customer for the itineraries of Royal Caribbean cruises taking in Malaysia, Singapore, Thailand, Vietnam and China this year and next.



Keller introduced the upcoming cruise journeys in Asia to representatives of local travel companies when they inspected Royal Caribbean International's 70,000-ton [Legend of the Seas](#) before the vessel left Phu My Port in Ba Ria-Vung Tau Province on Tuesday. The ship arrived Monday morning, with less than 2,000 passengers on board, who

disembarked to visit places of interest in the southern province and neighboring HCMC before leaving the port for Thailand and Singapore. There will be at least six cruise journeys with **Legend of the Seas** in Asia in 2010 and next year, with five of them starting in Singapore and the rest in Hong Kong. From these departure points, passengers will go to Kuala Lumpur, Penang and Langkawi of Malaysia, Phuket of Thailand, Danang, HCMC and Halong of Vietnam, and certain destinations in China.

Prices of the cruise tours started from US\$381 per person and exclusive of taxes and surcharges. The price covering ship accommodation, most on-board services related to foods and drinks, entertainment, sport facilities varies depending on the length of the journey, the rooms guests want to stay and the itineraries they book. Keller told the Daily that passengers in Vietnam would have to fly with their own budget to Singapore or Hong Kong to get aboard Legend of the Seas before it departed these starting points. Guests are responsible for all required travel documents, including visa. Keller was pinning high hopes that Royal Caribbean International's cruise trips would attract more guests in the Vietnamese market as the number of people with high disposable income was increasing.

"I see a huge potential in Vietnam," Keller said. He added that Discover the World Marketing was completing legal procedures for the official launch of operations in the Vietnamese market. Discover the World Marketing is working with local travel partners, including One Travel International to promote the upcoming cruise trips with Legend of the Seas within Asia and also other Royal Caribbean trips in Europe and America. Royal Caribbean cruises offer itineraries to more than 190 ports in Alaska, Baja Mexico, Caribbean, Mediterranean, Scandinavia, Australia, New Zealand and Asia among others. **Source : Mong Binh - The Saigon Times Daily**



The 2010 build, **APL BAHRAIN** inbound for her first visit to Melbourne in ideal conditions at the southern end of Port Phillip Bay 20-11-2010.

Photo : Andrew Mackinnon - www.aquamanships.com ©



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"Fairstar's **Fjell** emerging with cargo in Korsakov, Russia" - Photo : Capt. Peter Kerkvliet ©

Injured fisherman successfully evacuated to hospital

Fisherman **John Carabott**, aged 63 from Marsaxlokk, who was born in Gozo, was successfully evacuated on Monday 15th November 2010 by an Armed Forces of Malta (AFM) rescue-helicopter, from onboard the fishing-vessel "Giovanni Padre". He had been out fishing on Sunday 14th with the vessel's crew in a position 93.97 nautical miles (NM) south of Malta, when he was bitten by an eel.



The AFM's Rescue and Co-ordination Centre (RCC Malta) at Luqa Barracks, was alerted on the fisherman's condition by Mr. Carabott's nephew, John Carabott, via the freephone "112" emergency phone-number service. The elderly fisherman had been bitten by an eel in the area of one of his pulses, and caused a 10-centimetre long rip in the flesh, which bled quite profusely and requiring some 20 stitches. As the casualty was being administered pain killers by his crew mates, an Italian Military Mission AB-212 rescue-helicopter attempted Sunday 14th night an initial medical-evacuation attempt. The Italian Air Force helicopter, flown by a joint Italo-Maltese crew, made several attempts to winch up the casualty, but failed given the 20-knot strong winds prevailing in the area with a near 2-metre high swell. Later in the night, a Maritime

Squadron Melita-class fast rescue-launch was placed also on standby to meet the FV "**Giovanni Padre**" some 50 NM south of Malta, as the fishing-vessel had been instructed by RCC Malta to make a hasty course back towards Maltese shores. Earlier Monday 15th morning though, an AFM Air Wing Alouette rescue-helicopter successfully reached the fishing-vessel in a position 63 NM off Delimara Point, and evacuated Mr. Joseph Carabott to Mater Dei Hospital for further urgent medical treatment for his injury. This is the second time that Mr. Carabott has been rescued by the AFM off the same fishing-boat. The same AFM Air Wing rescuer, Bombardier Ivan Gauci, had rescued him on a previous occasion around 1997. Source / Photo : Capt. Lawrence Dalli - www.maltashipphotos.com ©



Memorial to Merchant Seafarers

The Princess Royal has unveiled a memorial in the port of Leith to Scotland's merchant seafaring heroes past and present. Her Royal Highness, patron of the Merchant Navy Memorial Trust Scotland (MNMTS), was joined by about 170 Merchant Navy veterans, serving Navy personnel and sea cadets in a ceremony of dedication for the new Memorial sculpture at The Shore, Leith, which has been created by Scottish sculptor Jill Watson.

The timber and steel representation of a merchant ship that stands on a 15-foot plinth outside the Malmaison Hotel was made possible after the £180,000 cost was raised in less than six months through donations from around the world.

Deputy First Minister Nicola Sturgeon and George Grubb, Lord Lieutenant and Lord Provost of Edinburgh, joined The Princess Royal to mark the occasion at Leith, Scotland's premier port for more than 300 years.

Princess Anne said the memorial would "commemorate the loss of all Scottish Merchant Navy and other Scottish seafaring and mercantile personnel who gave their lives in World Wars I and II, other theatres of conflict and in peacetime service along the trading routes of the world". **Source : ShipTalk**



The **COSTA ROMANTICA** seen moored at the Singapore cruise terminal – **Photo : Richard van der Werf ©**

New Campus

The Kandla campus of Indian Maritime University (IMU) will start functioning from January 2011 onwards, said Vice-Chancellor P. Vijayan. Delivering the special address at the second University Day Celebrations of IMU at Uthandi, near Chennai, he said that around 6,000 seafarers were trained every year through five IMU campuses located in different parts of the country. These seafarers occupied high positions in well-known firms and accounted for nearly 6 per cent of global Seafarers community.

By February 2015, this percentage would increase to 10 to 11 per cent. Mr. Vijayan said that they have already spent Rs.55 crore out of the Rs.282 crore earmarked for the construction of IMU headquarters and various blocks at Semmanjeri. Several marine universities from different parts of the world had evinced interest to join hands with IMU and they were seriously evaluating them.

Mentioning that they had dreamt of creating eight departments in five years, Mr. Vijayan said that in the last two years they had created six departments and two more will be created next year. Shipping Secretary K. Mohandas said, "In the coming years, the pattern of trade will change, but the trade volume will increase.

Maritime sector will not lose its significance as the movement of goods and people will be through sea. This will provide more employment opportunity for seafarers." He asked the seafarers to build inter-disciplinary capacity to face global competition. C. Venkatachalam, IMU adviser, said that around 1 lakh to 1.5 lakh officers and seafarers each will be trained on these campuses over the next five years. Mr. Mohandas released the IMU SMM – MBA's first placement brochure. **Source : ShipTalk**



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Turkish Plight

A ship detained by the authorities in Birkenhead docks could remain there for months. The Turkish-owned **Most Sky** was held after the Mersey River pilot alerted the Maritime and Coastguard Agency (MCA) to the poor conditions endured by its crew. The International Transport Workers Federation (ITF) – which includes 781 transport trade unions in 155 countries – is now helping eight of the 13 men on board, and providing them with fresh food and contact with their families.

ITF inspector Tommy Molloy said some of the Turkish, Azerbaijani and Georgian crew had not been paid for four months and were using a kebab grill and security light to provide heating. He said the ship had no heating, the crew had not had fresh fruit or vegetables for a month when they arrived here and had to club together their meagre funds to even buy bread. There was one heater which was being shared and he expected that more of the crew would seek the help of the ITF as their plight became worse.

Although the ship is only four years old, Mr Molloy said it had effectively failed the maritime version of an MOT.

He added, the ship is now under arrest as its cargo of steel girders had also been damaged and the cargo's owner also wants to be compensated. Part of the steel cargo remains on board for onward delivery to Warren Point in Northern Ireland. He said: "It was damaged by sea water getting into the hold." "It seems the Pilot was so concerned about the state of the vessel and the lack of spoken English on board that he raised his concerns with MCA. "I had already been alerted to the vessel by ITF colleagues in Turkey who have a history of dealing with issues of non-payment of wages by the Turkish owners, Er-Em Shipping and Trading of Istanbul."

In his report Mr Molloy also said there are serious problems with the ship's engines.

A spokesman for the MCA confirmed the **Most Sky** had been detained on Merseyside because of its poor condition following their inspection on Monday November 8. The crew has been provided with the services of a maritime solicitor and the vessel has also been arrested on their behalf for their owed wages.

Mr Molloy was also scornful of the 2010 Year of the Seafarer initiative to improve standards, and said there was nothing more than "lip service" being paid to the it. He said: "People who think there is should get out of their offices and have a look at what is really going on. "As far as I have found on my inspections, it is no more the Year of The Seafarer now than it was in 1910. "It's anybody's guess when all this might be resolved. But in the meantime the crew has to continue living in the conditions they find themselves subjected to and their families back home are left to worry about their plight and fall further and further into debt because no wages are paid.

"The ship will remain in detention by the authorities in part because of the appalling conditions. "If the company do not pay and it sits here, the court will eventually consider an application for judicial sale of the vessel and the proceeds will go towards paying the crew, and other claims on the ship. "If it goes through the whole court process it could take months."

Holland America Line's ms Rotterdam to Make Two Nostalgic Trans-Atlantic Crossings in 2011

To commemorate **Holland America Line's** 40th anniversary of its evolution from traditional trans-Atlantic voyages to becoming entirely dedicated to vacation cruising, the premium line's ms **Rotterdam** is sailing two classic crossings in July 2011.



Photo : Piet Sinke – painting seen onboard the Rotterdam made by [Stephen J. Card](#) ©

Rotterdam's nine-day trans-Atlantic sailing departs Rotterdam, the Netherlands, on July 3, 2011, and calls at the traditional crossing departure port of Southampton, England, before heading to New York. The July 12 trans-Atlantic departure returns to Rotterdam from New York over nine leisurely days with a call at Cobh (Cork), Ireland, another time-honored stop on crossings of the past.

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"Trans-Atlantic cruises were the foundation of Holland America Line for several decades, and there's still a strong desire from today's travelers who want to step back in time and relive the celebrated days of an elegant crossing or follow in the footsteps of their ancestors," said Richard D. Meadows, CTC, executive vice president, marketing, sales and guest programs. "We're proud to honor our heritage with these two special itineraries, replete with nostalgia-themed menus, entertainment and a host of surprises and keepsakes."



Photo : Piet Sinke ©

The trans-Atlantic journeys will offer enriching activities, guest lecturers and chefs, complimentary mementos and opportunities to celebrate the line's 138-year heritage. In addition, a bon voyage sail away party, captain's gala party, special entertainers and events ensure that both itineraries will create recollections to last a lifetime. For novices and enthusiasts, Bridge and dance instructors as well as hosts will be onboard.

The celebrated Pasadena Roof Orchestra is scheduled to provide the authentic, big-band dancing sounds of yesteryear for both itineraries. Popular Dutch singing sensation "**Frank in Person**" plans to dazzle guests with his Frank Sinatra looks, singing style and repertoire from Rotterdam to New York. Guests seeking to discover more about the company's history can visit the Crow's Nest, which will be set up as a "Museum at Sea" during both crossings, or attend a lecture by a renowned maritime historian.

Bill Miller, considered an international authority on the subject of ocean liners and cruise ships, will be on board both sailings as a guest lecturer. Called "Mr. Ocean Liner," he has written more than 65 books on the subject — from early steamers and immigrant ships to liners at war. Maritime artist Captain **Stephen J. Card** also will be on both crossings to discuss his work and his knowledge of Holland America Line vessels. Card is the official chronicler of the Holland America fleet and his paintings, which are showcased on every ship in the fleet — have achieved wide acclaim for their technical accuracy as well as their artistic expression.

Royal Designer of Industry **Stephen Payne**, OBE, vice president chief naval architect for Carnival Corporate Shipbuilding, will share his nautical knowledge on the July 12 voyage. The immediate past president of the **Royal Institution of Naval Architects**, **Payne** was lead designer of Cunard Line's **Queen Mary 2**. He has been involved with Carnival Corporation ships since January 1985, and in July 2010 he was awarded the title of "Amazing Person 2010" by Solent Education Business Partnership for his work in promoting engineering careers to young people.

Guests looking to sharpen their skills in the line's Culinary Arts Center will have the opportunity to learn from master chefs on both cruises. Dutch Chef **Cas Spijkers** is scheduled to sail on the July 3 crossing. The author of 10

cookbooks and culinary educator has prepared lavish dinners for the Dutch Royal Family, starred in his own television series, "[Cooking with the Stars](#)," and was named as the Netherlands' "Masterchef of the Century" in 1991.



Photo : Piet Sinke ©

Daniel Orr, chef and owner of FARMbloomington, is scheduled to sail on the July 12 departure. Orr draws from a lifelong curiosity about individual ingredients combined with extensive training in the art of finding food's true essence and flavor. He calls his cuisine "real food for real people."

For more information and cruise fares visit www.hollandamerica.com

An advertisement for Multiship Towage & Salvage. The top half features the company logo, which consists of a stylized blue and yellow 'M' followed by the text "MULTISHIP TOWAGE & SALVAGE" in bold blue letters. Below the logo, the website "www.multiship.com" and the phone number "+31 (0) 115 645 000" are listed. The background of the advertisement shows a large industrial ship, possibly a tugboat or a salvage vessel, in a harbor setting with other ships and structures in the distance.


Shipping chief tells vessel owners to provide berths to cadets

If the country is really interested in maintaining its title as the world's number supplier of highly qualified seafarers, vessel operators must do everything possible to provide maritime cadets with the shipboard berths needed to gain their seagoing experience, said Filipino Shipowners Association (FSA) president Carlos Salinas.

Salinas was recently appointed by President Benigno Simeon "Noy" Aquino III as the country's next ambassador to Spain, replacing former Philippine Ambassador to Spain Ana Ines de Sequera-Ugarte. "If we want to maintain our supremacy as the world's number one supplier of competent seafarers, then domestic ship operators must provide the berths needed by our cadets to further their seagoing knowledge," Salinas said during the ongoing 11th Lloyd's Ships Mariners Conference in Manila. He added that shipboard training spells the difference between a truly competent sailor and a marginal one. Salinas made this statement after noting of the long delay in getting training berths for maritime cadets. The FSA chief is also the founder of the founder of Philippine Transmarine Carriers Inc. (PTC), one of the

country's largest crew management firms. Salinas finished commerce at the University of Santo Tomas (UST). He worked for a shipping company in New York before returning to put up PTC, which deploys chemical tankers, oil and crude tankers, bulk carriers, roll-on/roll-off ships, and offshore vessels. **Source: PNA**

NAVY NEWS



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Latest Type 45 Destroyer Enters Service with the Royal Navy

The latest Type 45 destroyer, **HMS Dauntless**, has entered service with the Royal Navy, the Ministry of Defence announced. The warship, which has a hull made of 2,800 tonnes of steel, is the second in the fleet of six air defence destroyers and has undergone months of extensive sea trials. She recently returned from the Hebrides where she successfully fired the world-leading air defence missile system, Sea Viper, for the first time.



Photo : Iain Forsyth ©

The ship, which has fuel tanks that are roughly half as big as an Olympic-sized swimming pool, will now undergo further trials and training to prepare for her first operational deployment planned for next year. Minister for Defence Equipment, Support and Technology, Peter Luff, said:

"The declaration of **HMS Dauntless**' in-service date is a significant achievement, even more so when you consider that first of class **HMS Daring** achieved the same milestone only three months ago. "This is testament to the hard

work of MOD and industry teams to deliver these hugely capable vessels, which will ensure the Royal Navy is well equipped to meet the demands of the future."

Captain Richard Powell, Dauntless' Commanding Officer, said:

"Entry into service of this very powerful and advanced warship is a great day for both the ship's company and the Royal Navy. "These modern multi-purpose vessels will replace some of our older warships and ensure that the UK can react to current defence challenges anywhere in the world."

Head of the Destroyers Project Team, Commodore Steve Brunton, added:

"I am delighted that we have declared HMS Dauntless in-service, coming hot on the heels of her successful firing of the Sea Viper missile system. This considerable success demonstrates that the Type 45 ship-build programme is progressing well. "With all six Type 45s now in the water, the Destroyers Project Team, industry, Navy Command and ships companies are in the busiest year yet of this important programme for the Royal Navy and this key event for HMS Dauntless is a result of a magnificent team effort."

HMS Dauntless was launched in January 2007 and has since undertaken months of sea trials. She set sail from Portsmouth on 15 November 2010 to begin her second set of sea trials. **Source : Defence Talk**

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SHIPYARD NEWS

The banner features the TOS logo on the left, which includes the letters 'TOS' in a large, bold, blue font and a red and white stylized icon to its right. Below the logo, the text 'Transport & Offshore Services' is written in a smaller, black font. To the right of the logo, the text 'Global Ship Delivery & Crewing Solutions' is displayed in a large, blue, sans-serif font. Below this text is a horizontal strip of four images: a large offshore oil rig, a worker in a blue uniform and white hard hat, a blue supply vessel, and a blue and white tugboat. On the far right, a vertical blue bar contains the website address 'www.tos.nl' in white text.

DCNS, Navantia End Scorpene Cooperation

DCNS and Navantia of Spain have agreed to drop cooperation on the Scorpene conventional diesel-electric attack submarine and go their own ways in undersea warfare, the French naval company company said in a terse statement Nov. 12. "DCNS and Navantia have put an end to their disagreement concerning their submarine collaboration," DCNS said in a statement. "As a result, the arbitration procedure between them will be terminated." DCNS will take over sole rights to build and sell the Scorpene, while Navantia will work on its S80 submarine. "Scorpene submarines will from now on be built and marketed by DCNS. Similarly, S80 submarines will be built and marketed by Navantia," DCNS said. "Neither party will make any further comments." Under a partnership agreement, DCNS and Navantia shared development and construction of the Scorpene submarine. The two former partners built large subsections in their respective yards in Cherbourg, northern France, and Cartegna, Spain, which were then assembled and delivered to export customers.

But relations between DCNS and Navantia deteriorated after the Spanish company launched its program to build the S80 submarine, which is equipped with a combat management system from Lockheed Martin. The larger S80 is based on an all-new design, which includes air independent propulsion and a land-attack cruise missile.

France has sold Scorpene boats to Brazil, Chile, India and Malaysia. **Source : Defense News**



The **ALEXANDERGRACHT** seen departing from Amsterdam bound for Gdynia, after a maintenance period at **Shipdock** – **Photo : Marcel Coster ©**

Vinashin to refocus on shipbuilding and repair

Debt laden Vietnam Shipbuilding Industry Group (Vinashin) is refocus on shipbuilding and ship repair under a government approved restructuring plan. Vinashin came to the brink of bankruptcy earlier this year with debts of \$4.2bn as it struggled to deliver vessels on schedule. In recent years the shipbuilding group had diversified into a wide variety of businesses including shipowning, finance, hotels, golf courses and a brewery.

Former chairman Pham Thanh Binh and other senior executives remain under detention for their role in the fiasco.

Under a restructuring plan announced on Thursday the Vietnamese government will allow Vinashin to focus on three main areas of the building and repairing ships, developing a shipbuilding support industry, and training workers. The group was asked to take a key role in developing Vietnam's shipbuilding industry according to local press reports.

Source : Seatrade Asia



The AFM Maritime Squadron **Bremse Class Patrol Craft P32** drydocked at Cassar Ship Repair Yard during her refit on Saturday 20th November 2010 before going to be stationed at Malta sister island, Gozo.

Photo : Capt. Lawrence Dalli - www.maltashipphotos.com ©

Chinese shipbuilders to run aground in 2011

China's shipbuilding industry, holder of the world's largest orderbook, will see dozens of small shipyards go under or get taken over next year, as a choppy wave of consolidation rocks an oversupplied market. Fuelled by vigorous government support and cheap labour, the number of shipyards has grown exponentially in the past decade in China, reflecting its role as the world's top exporter and one of the biggest buyers of foreign oil, iron ore and grains.

But many small shipyards face a bleak year in 2011 as growing numbers of clients cancel orders to avoid floating unchartered vessels, and Beijing tightens credit in its fight to rein in inflation. 'There are too many shipyards. For the next couple of years, a number of them won't be able to survive on their own,' Robert Lorenz-Meyer, president of BIMCO, the world's largest shipowners' grouping, told Reuters. 'There will be consolidation, but hopefully some yards will refocus on scrapping,' he added.

China has more than 2,000 registered shipyards across its coastal region, with around 250 in the export business, Lloyd's Register says. By the end of the year, that number could be trimmed by more than a hundred, leaving a leaner industry able to better compete with more experienced shipbuilders in South Korea and Japan. 'Dozens, if not hundreds, of small shipyards won't make it to the end of next year. The big companies will either take them over or they will just disappear,' said an executive with an Asian shipping company, who asked not to be named. Small to medium-sized Chinese shipyards were seen to be the most vulnerable to takeovers as credit becomes harder to obtain. China's central bank increased reserve requirements by half a percentage point last week, putting a brake on a lending spree launched two years ago that helped inflate shipyard numbers. 'The small shipyards are vastly different from the publicly listed companies who have the backing of China's banks and government,' said Jung Shin, analyst at HSBC in Hong Kong. 'China can't just waste taxpayers' money on saving underperforming shipyards. They will be quite selective.'

The global freight industry has yet to recover from pre-crisis levels due to its buying spree just before the economic downturn two years ago, which caused a significant decline in seaborne trade. The current orderbook represented around 25 per cent of the current fleet, down from 50 per cent in late 2008 due to cancellations and delays. Still, as much as 40 per cent of orders due for delivery next year were expected to be postponed or cancelled, analysts said. China has an orderbook of at least 3,000 vessels, or more than 35 per cent of the world's total, double the number of its nearest competitor South Korea, BIMCO and shipbroker Clarksons say.

Besides the cancellations, small shipyards have also faced wage increases of around 10 per cent since the start of 2010 and a slowly rising local currency, said Dong Qiang, vice-president of China Shipbuilding Industry Corp (CSIC). China released its currency from a de facto peg to the US dollar in June, but has permitted the yuan to strengthen less than 3 per cent since. A stronger yuan cuts into profits of Chinese shipbuilders who sell their product overseas in US dollars and euros. Consolidation will ripple through the sector worldwide, not just in China.

Acquisitions and joint ventures were seen picking up next year as international shipping firms look to expand operations, eyeing smaller counterparts weakened by the global financial crisis. **Source : Reuters**

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The latest watercolour made by newscippings reader/contributor **Frits Janse**, the Dutch pilot vessel **CETUS** seen with in the background HAL's **WESTERDAM**, see more of Frits work at : <http://www.ships-photographs.tk> or <http://www.fritsjanse.nl>

Dighi Port's first berth ready for commissioning

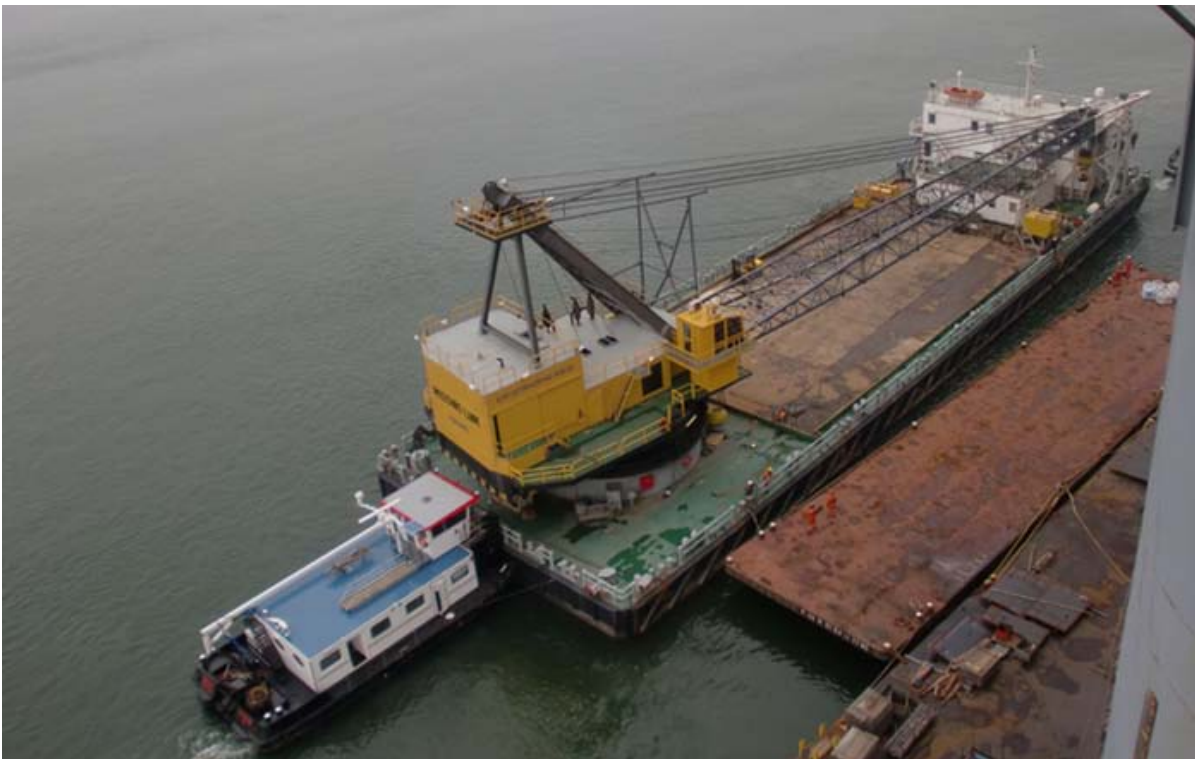
The first berth of Rs 2,500 crore Dighi Port in Maharashtra is all set to be commissioned, paving the way for faster movement of cargo in the western region. "The berth will be ready by December. The remaining berths will be ready by 2011," said Dighi Port chairman and managing director Vijay Kalantri.

The port will have a capacity of 30 million tonnes in the first phase. The total capacity will rise to 90 million tonnes when the third phase is completed. "We have already started lighterage operations from the current infrastructure and we have already handled 1.8 million tones cargo," Kalantri told The Indian Express.

"We have received all clearances and approvals including the environment clearance. Work is in full swing," Kalantri said. Balaji Infra Projects holds 80 per cent stake in the project and IL&FS the remaining 20 per cent. The port which is located in Raigad district is 170 kms by road from Mumbai and around 45 nautical miles across the Mumbai shoreline.

The port has signed an MoU with Konkan Railway Corporation for development of railways siding. "Work is all set to begin and it will be completed by 2011-12. The 47- km rail link will connect the port to main Konkan Railway siding at Indapur and Mangaon. The Dighi port is also the last major infrastructure in the proposed Delhi-Mumbai Industrial Corridor," he said. "It's also included as an economic hub under the Dedicated Freight Container project."

According to Kalantri, under the first phase of the port project, three berths will be for bulk/container cargo, one for handling coal and one roll-on roll-off terminal. JNPT and Mumbai Port, the ports which are under the control of the central government, don't have coal handling facilities. "Maharashtra now needs around 12 million tones of coal to power its plants. Most of this coal is handled by ports outside Maharashtra. Dighi Port will address this problem," he said. **Source : Indian Express**



Crane barge **Missing Link** seen alongside the **SSCV Thialf** picking up 8 Catepillar engines.
photo : Sebastiaan van Oort ©

BV to class Goliat FPSO under construction in Korea

French classification society Bureau Veritas has announced that it has secured the contract with Eni Norge AS for the **Goliat FPSO** that will be built at Hyundai Heavy Industries.

Speaking at a press event in London last night, marine division md Bernard Anne said, "We were very pleased to be awarded the verification for the **Goliat FPSO** with Eni Norge AS. The FPSO will be built in a yard that we have close links with - Hyundai Heavy Industries. The Goliat field is located in the Barents Sea north west of Hammerfest in Norway, the licensees are Eni Norge AS (Operator) 65% and Statoil Petroleum AS 35%." The society, which hosts 9,428 ships of 76.2m gt on its books, has seen its fleet grow by 500 ships and 8m gt over the past year. It is keen to expand its offshore energy interests. **Source : Seatrade Asia**



'The **HESTIA LEADER** in brilliant sunshine enters Port Phillip to Melbourne, with Point Lonsdale Lighthouse in the background, 20-11-2010.

Photo : Andrew Mackinnon www.aquamanships.com ©

Revolution in Global Shipping Traffic: The Northern Sea Route

The impact of climate change and global warming is bad news to many but some industries are actually taking advantage of it. The receding ice around the North Pole is opening up the fabled Northern Sea Route which means a significant increase in global shipping traffic. According to the Korea Maritime Institute, the number of vessels operating in the Arctic Sea stood at 24 last year a significant increase from the 69 vessels total in the last century. In an interview with a Korean daily, Seoul's Land, Transport and Maritime Affairs Minister Chung Jong-hwan said the new route, hugging the Arctic shores of Russia, would give Korea's southeastern port of Busan a distinct advantage over Asian rivals Singapore, Hong Kong, and Shanghai. This is because the sea journey from Busan to Rotterdam, Netherlands can now take as little as two weeks ten days less than the traditional route through the Suez Canal.

Source: Arirang

Indonesian Shipping Law to Make Waves in New Enforcement

Starting in January, all commercial vessels operating domestically in Indonesian waters will be required to fly the Indonesian flag under a 2005 law just coming into effect.

Shipping industry executives say some 80 percent of the vessels servicing Indonesia's offshore oil and gas industry carry foreign flags, primarily Singaporean, and the change could increase costs and cause chaos, especially for the local energy industry. Hatta Rajasa, the coordinating minister for the economy, earlier this month told reporters the government was seeking to revise the laws because of their potential to damage oil production.



Photo : Piet Sinke ©

The change to the Shipping Law was made in 2005 under the principle of cabotage, which restricts foreign operators from domestic trading in another country's coastal and interior waters. Enforcement has been delayed for years, a foreign shipping executive said, but now officials have decided to clamp down. Foreign investors in Indonesian shipping companies face a cap of 49 percent ownership, with the local partner holding 51 percent. Under the law, all domestic commodities shipments must be made by Indonesian flag carriers. Thus, in addition to the offshore oil and gas industry, executives say, dry bulk cargo and palm oil could also be affected, possibly driving up prices. Diplomats and foreign companies have complained that the change is simple protectionism and Indonesian companies seem poised to try to gain from the changes.

Wintermar Offshore Marine is launching an initial public offering this month, while Berlian Laju Tanker recently announced plans to increase its fleet by seven ships. Indonesia is not alone in protecting its maritime industry. The United States requires domestic cargo to be carried on ships owned at least 75 percent by Americans. Foreign shipping companies are said to be looking for a solution. Building new fleets in Indonesia is too expensive, so shipping industry sources say companies are trying to re-register vessels under the Indonesian flag. "More tankers are getting reflagged as Indonesian ships," the finance executive said. "But that isn't as simple as just changing the home port name on the back of the ship. When you change flag status, the regime under which you operate changes." In Indonesia, weak enforcement of maritime law and difficulties in finding affordable maritime financing are a problem, the executive said, meaning the business is more expensive under the Indonesian flag. "We are keen to do business in Indonesia but the amount of capital the bank has to allocate is much higher than the average shipping contract across the board. There is a knock-on effect across the industry," he said. **Source: The Jakarta Globe**

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The tug **ISTAN BULL** seen with the 8200 tons Damen newbuilding hull with yard number **9424** enroute from Kerch to Harlingen passing the Bosphorus last Saturday



Photo's : via Westcoasting/Herbert Westerwal

Safe Bulkers, Inc. Announces Acquisition of One Newbuild Kamsarmax-Class Drybulk Vessel

Safe Bulkers, Inc., an international provider of marine drybulk transportation services, announced Friday that it has entered into a shipbuilding contract for the construction of a Chinese-built, drybulk Kamsarmax-class vessel of approximately 82,000 deadweight tons at a contracted price of \$34 million, with an expected delivery date in the fourth quarter of 2011.

The Company's fleet after this newbuild acquisition will expand to 23 vessels with deadweight capacity of approximately 2.1 million tons by 2013. Dr. Loukas Barmparis, President of the Company, said: "We have contracted to acquire one additional newbuild Kamsarmax-class vessel with a delivery date within the next year. This new vessel will be a sistership of two newbuild vessels that we have existing orders in place for. We believe that the acquisition of sistership, high specification vessels provides us with enhanced operational flexibility and optimizes our ability to control fleet operating expenses." The Company is an international provider of marine drybulk transportation services, transporting bulk cargoes, particularly coal, grain and iron ore, along worldwide shipping routes for some of the

world's largest users of marine drybulk transportation services. The Company's common stock is listed on the NYSE, where it trades under the symbol "SB". The Company's current fleet consists of 15 drybulk vessels, all built post-2003, and the Company has contracted to acquire eight additional drybulk newbuild vessels to be delivered at various times through 2013. **Source: Safe Bulkers, Inc.**



Heerema's **HERMOD** seen approaching the port of Cape Town – **Photo : Aad Noorland ©**



Diana Shipping Inc. Announces Delivery Of The Post-panamax Dry Bulk Carrier M/v Alcmene And Time Charter Contract For M/v Aliki

Diana Shipping Inc., a global shipping transportation company specializing in dry bulk cargoes, announced that the Company has today taken delivery of the m/v "**East Sunrise 88**", renamed "**Alcmene**", a 93,193 dwt Post-Panamax dry bulk carrier built in 2010.

As previously announced, the **Alcmene** is chartered to Cargill International S.A., Geneva for a period of about twenty-three (23) to about twenty-five (25) months, at a gross charter rate of US\$20,250 per day. The charter is expected to commence on November 20, 2010.

This employment is anticipated to generate approximately US\$14 million of gross revenue for the minimum scheduled period of the charter.

The Company also announced today that it has entered into a time charter contract with Minmetals Logistics Group Co. Ltd., Beijing, for one of its Capesize dry bulk carriers, the **m/v Alik**, at a gross charter rate of US\$26,500 per day for a period of minimum fifty-nine (59) to maximum sixty-one (61) months. The charter is expected to commence in the beginning of March 2011. The **m/v Alik** is a 180,235 dwt Capesize dry bulk carrier built in 2005. .

This employment is anticipated to generate approximately US\$47 million of gross revenue for the minimum scheduled period of the charter. **Source: Diana Shipping.**

Stolt-Nielsen Gas to Enter Joint Venture with Sungas Holdings Ltd., Adding Three VLGCs to Fleet

Stolt-Nielsen Limited ("SNL") announced Friday that its subsidiary Stolt-Nielsen Gas Ltd. ("SNGL") has reached an agreement with Sungas Holdings Ltd. ("Sungas") whereby Sungas will become a 50% shareholder in Avance Gas Holdings Ltd. ("Avance Gas") currently wholly owned by SNGL. As part of the transaction, Avance Gas will acquire three VLGCs from Sungas, for which Sungas will receive an undisclosed amount of cash, in addition to its 50% stake in Avance Gas. The transaction will be financed by shareholder loans from both partners until such time as external bank financing can be secured.

The transaction is expected to close in December 2010, subject to due diligence and merger clearance. The three VLGCs from Sungas will be added to the fleet of Avance Gas, which currently owns one VLGC, operates a second VLGC, and also time charters a medium-sized gas carrier. Three of the ships are currently engaged on long-term time charters, and the remaining three ships will be traded in the spot market. The Avance Gas-controlled fleet will comprise: Ship Yr. Built CBM Yard Ownership **Stolt Avance** 2003 82,200 Kawasaki 100% **Iris Glory** 2008 83,000 Daewoo 100% **Thetis Glory** 2008 83,000 Daewoo 100% **Venus Glory** 2008 83,000 Daewoo 100% **Yuhsho** 1999 78,000 Mitsubishi Chartered **Navigator Taurus** 2009 22,550 Hyundai Chartered

Niels G. Stolt-Nielsen, Chief Executive Officer of SNL, said, "This transaction is in line with our stated strategy of consolidating a shipping segment that is highly fragmented. I am pleased to have Sungas as shareholders in Avance Gas, creating a strong player in the industry." Sungas is controlled by a private Saudi Arabian investor and was advised by Lazard on the transaction. A Sungas representative said, "This transaction takes our shipping investments into a new era. We are very pleased to join forces with Stolt-Nielsen. We are enthusiastic about the VLGC sector and fully support the business and growth plans of Avance Gas." **Source: Stolt-Nielsen Gas Ltd**



The **ANJELIERSGRACHT** seen arriving in Willemstad – Curacao

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

A “new generation” of tankers

Highly efficient, environmentally sound and much safer than earlier ships, a new generation of tankers is being developed, built and is coming into service. Tanker operators recognise that their ships have the potential to pollute, in a world that is increasingly intolerant to any form of pollution, and thus have to incorporate all manner of precautions to prevent cargo or fuel getting into the sea. They are also anxious to minimise their effect upon the environment, by minimising all forms of harmful emissions, whether in the form of exhaust or cargo fumes, or ballast which might include harmful organisms. The new generation of tankers will have double hulls, but importantly, will not carry fuel or any other type of pollutant in the double bottom or tanks adjacent to the side of the ship. There have been accidents caused fuel oil in double bottom or engine room tanks close to the side have been pierced- new ships will have this fuel remote from these more vulnerable parts. Owners have become concerned with the vulnerability of a disabled ship, should the engine break down, and some new ships are entering service with completely duplicated systems, so that if one engine is disabled, there will be ample power available from the other machinery space.

The reduction of the environmental footprint of the new generation tanker has been a priority for its designers, and great efforts will have been made to either scrub exhaust gases to remove harmful components, or to mitigate their emission through the use of better fuels. Modern machinery is streets ahead of its predecessor in terms of efficiency and less fuel will be consumed. Steaming speeds may be rather lower than earlier ships, which also has a dramatic effect upon the fuel consumption and the quantity of harmful emissions such as sulphur, nitrous oxides and CO2. Cargo systems will ensure that the volatile organic compounds which once would have been vented into the atmosphere as cargo was handled,, will be safely re-injected into the tanks. Below the waterline, the new generation tanker will be different from its predecessors. Hydrodynamic research and careful tank testing will have ensured that the hulls of these new ships are more “sea kindly”, making them less prone to bad weather delays, with high technology coatings preventing marine growth from adhering to the hull and slowing the ship down. A lot of thought and research will have gone into the stern of the vessel, in ensuring that waterflow around the propeller is smooth, and that the screws themselves are clean and polished, and extracting every ounce of “push” to move the ship along. Tanker owners see themselves in the lead with their new generation of craft. **Source: BIMCO Seascapes**

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.... PHOTO OF THE DAY



KOTUG'S **RT ANTONIE** seen operating in the port of Rotterdam
Photo : [Jacco van Nieuwenhuyzen](#) ©