

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 328



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**Above the Skandi Vitoria and the FPSO Petrobras 57 seen from the Pride Rio de Janeiro
in the Jubarte Oilfield off Vitoria (Brazil)**

Photo : Sjoerd van der Wielen - Captain PRJ ©

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Statement in memory of Gregorio Oca

Speaking in memory of Captain **Gregorio Oca**, Chairman of Amosup (Associated Marine Officers' and Seamen's Union of the Philippines), who died, aged 83, ITF General Secretary David Cockroft said:

"Greg was a tireless leader of Amosup and a lot of what that union has built and achieved can be laid at his door. I had the pleasure of knowing and working with him for nearly three decades and can unhesitatingly say that he was a warm and vibrant personality as well as a great campaigner and leader. He will be hugely missed by all of us."

He continued: "Seafarer training, health and welfare were particularly close to his heart and if there is some comfort in this sad loss it's that the work that he did in those areas – including the building of hospitals and training academies – will live on and serve as a monument to his career."

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Supertanker Rates Are 'Stabilizing,' According to SSY Futures

SSY Futures Ltd., a unit of the world's second-largest shipbroker, comments in an e-mailed report today on supply and demand for supertankers to load 2 million-barrel cargoes of Middle East crude oil. Charter rates for very large crude carriers, or VLCCs, on the industry's benchmark Saudi Arabia-to-Japan route climbed 14 percent to 71.81 Worldscale points last week, according to the London-based Baltic Exchange. Returns from the voyage jumped 62 percent to \$30,965 a day.

While details of vessel charters are "sketchy at this stage, rates look to be stabilizing." The market is "well supplied" with vessels for the second 10 days of December, SSY Futures said. Some provisional bookings for West African shipments were canceled, meaning vessels that were due to sail west for the cargoes from Asia will now compete for Persian Gulf consignments, it said. **Source: Alaric Nightingale, Bloomberg**



The **CANARIAN REEFER** seen arriving in Willemstad – Curacao
Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

Maersk Settles Shipper Suit Over Rates

Maersk Line is settling a \$13.9 million lawsuit by British retailer Argos claiming the Danish ocean carrier breached its contract with the shipper for Asia-Europe transport. Terms of the settlement were not disclosed, but Maersk said in a statement released Monday that Argos will remain a customer of the container line under “a significantly firmer contractual basis.” The settlement ends the only legal battle that went to court in the aftermath of the volatile shipping environment of early 2010, when deeply discounted rates started skyrocketing and a sudden surge in demand overwhelmed tight capacity across the industry. Several shippers claimed carriers breached contracts during the period and Argos claimed in the London High Court that Maersk reneged on its commitment to ship 10,000 40-foot equivalent units from Asia to the UK through 2010 and 2011 at a base rate of \$930 per container. “Argos and Maersk are no longer in dispute and their commercial relationship has now been established in a way which both companies believe provides a significantly firmer contractual basis going forward,” Maersk said. “Argos is and continues to be an important customer for Maersk.”

“The terms of the relationship are confidential, and accordingly it is not appropriate to comment further,” Maersk said. Argos claimed Maersk unilaterally raised the rate to \$2,730 per FEU in January 2010, forcing the retailer to find an alternative carrier to ship its containers, resulting in increased costs of almost \$13.9 million. Several carriers have denied broad shipper charges that they breached contracts as demand scaled up in early 2010, with some saying rates were raised to spot market levels only after minimum volume commitments in contracts were met. **Source: Journal of Commerce**

Pirates attack NS Spirit tanker off Lagos coast, a crew member wounded

The Liberia-flagged **NS Spirit** product carrier, owned by Novoship of Sovcomflot Group, came under attack of pirates on the approach to the port of Lagos (Nigeria) on November 22, at 01:49 (MT), 30 miles from the coast, the shipping company's press service reported citing the ship master.

According to the master nearly a dozen of gunmen boarded the vessel and opened automatic fire. The crew was evacuated to a shelter. Shortly after the attack the pirates left the vessel. There were no new attempts to pirate the vessel, the master said.

All crew members are reported alive, but one of the crew received a gunshot wound. He has been evacuated to the hospital, the report said. As of now, the **NS Spirit** is anchored at the Lagos harbor. The tanker and its cargo were not damaged, the ship owner said. The 47,000DWT **NS Spirit** tanker was built at a Croatia shipyard in 2006. The ship's crew – 22, all Russia nationality. The vessel was bound for Lagos Port with 37,700 tons of gasoline on board. **Source : PortNews**



The **ADRIATIC HIGHWAY** seen in Rio Grande – **Photo : Marcelo Vieira (c)**

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

China sends warships to escort ship attacked by pirates

China has sent three warships to escort a Chinese cargo ship that had been attacked earlier by pirates in the Arabian Sea near Oman, the China Maritime Search and Rescue Center (CMSRC) said Sunday. Twenty-one crew members, all Chinese nationals, have now been accounted for aboard the Taishankou. The center said the crew hid in a safety compartment when the pirates boarded the ship. It did not mention any injuries among crew members. The center received a call for help from the Taishankou at 4:40 pm (Beijing Time) Saturday. Chinese warships assigned to escort duties in the Gulf of Aden rendezvoused with the Taishankou at 8:44 am Sunday.

Additionally, the CMSRC advised vessels to pay more attention to safety since the area reported a recent increase in pirate attacks. This followed another Chinese ship, the Lecong, being attacked by pirates in the northern Indian Ocean Thursday. One of the 26 crew members aboard the Lecong was injured during a battle with the pirates. The Lecong is now sailing toward Oman under the escort of a Chinese warship, according to a report in Sunday's People's Liberation Army Daily. The injured crew member was reported to have suffered a wound and infection, though his medical condition was reported as stable. **Source : ChinaDaily**



SS United States to have casino role?



The **SS United States** could house a floating casino. The **SS United States Conservancy** is working to find a way to raise the cash to exercise the purchase option that it holds to buy the ship from its owners, Norwegian Cruise Line (NCL)/Genting, Hong Kong.

That option expires on January 31, 2011, and the Conservancy has been hustling to do what it needs to take title to the historic transatlantic liner. Meantime, casino giant Harrah's and its local partner, Philadelphia Entertainment and Development Partners (PEDP), also face a deadline. By December 10, they must show the Pennsylvania Gaming Control Board that they have gotten commitments for a proposed development in South Philadelphia on what's called "the Foxwoods site," or face losing a gaming license issued four years ago.

The Foxwoods site is located on the Delaware River between Philadelphia's Reed and Tasker streets.

The SS United States Conservancy is set to unveil a feasibility study that proposes making the "Big U" the focus of a development at the site that would make the ship the center piece of a complex that incorporates hotel space, restaurants, retail and office space, residential development, parkland and a marina, nature reserves, and (no surprise) a casino. Though initial casino development would be in the shoreside part of the complex, casino facilities on the liner would follow. Though casinos are now the norm aboard most cruise ships, under U.S.-flag laws then (and now) there was no casino on the **SS United States** when it was an active ocean liner. The study is the work of Stephen Varenhorst Architects (SVA) and consultant Ken Smukler and was commissioned by the conservancy with support from

a generous grant from Philadelphia philanthropist H.F. "Gerry" Lenfest. When Mr. Smukler is not a "consultant," by the way, he is a well-known Philadelphia area political operative.

One powerful political advocate for the conservancy's proposals is likely to be Mayor Michael Nutter. According to the Philadelphia Inquirer, he calls the proposal "certainly one of the most unique, dynamic, and exciting plans for a casino anywhere in the United States of America."

If the casino plan doesn't fly, the conservancy says it also continue to explore other possible development plans for the vessel, including several in cities other than Philadelphia. The conservancy is making it plain that the **SS United States** is still a long way from being saved. It says that Mr. Lenfest's \$5.8 million pledge, announced in July, is "the first step of a long journey toward redeveloping the vessel as a stationary attraction. Much work at significant cost lies ahead of us." **Source : MarineLog**

Who sank Norwegian trawler and why Norway dropped another suspect?

Owner of Russian m/v **Vladimir Timofeyev** gave to Maritime Bulletin detailed description of what happened in the evening hours of Nov 18 near Norwegian waters in Barents sea, both in written form and on the phone. Facts they are stating leave no doubt, that m/v **Vladimir Timofeyev** has nothing to do with collision and subsequent sinking of Norwegian fishing vessel Flogrunn. Main facts are as follows:

- there was another vessel in the area where incident took place;
- positions of that vessel, of f/v **Flogrunn** and of m/v **Vladimir Timofeyev** indicate involvement in collision of that vessel, not of m/v **Vladimir Timofeyev**: f/v **Flogrunn** sank in 71 04 N 030 06 E; m/v **Vladimir Timofeyev** was at that time in 71 10 9 N; 029 52 15 E, vessel in question was 6-8 nm ahead of m/v **Vladimir Timofeyev**;
- m/v **Vladimir Timofeyev** changed course and headed for sinking f/v **Flogrunn** to assist, obeying request from MRCC Bodo, that is why scheme of m/v **Vladimir Timofeyev** movements is so complicated;
- vessel in question didn't change course and proceeded as scheduled, to destination port Murmansk, Russia;
- m/v **Vladimir Timofeyev** disobeyed Norwegian Coast Guard request to proceed to Norway waters for investigation, Coast Guard vessel Farm closed m/v **Vladimir Timofeyev** and tried to embark investigation team, but Master of m/v **Vladimir Timofeyev** disobeyed that request too, and took vessel to Russian waters, reason for his disobey is explicable – a year ago under similar circumstances Norway authorities detained m/v **Mekhanik Tyulenev** and accused him of collision with Norwegian trawler, after two weeks investigation, charge against vessel were dropped and vessel was released, no excuses given, not to mention any compensation for losses suffered by owner, same Northern Steamship Company;
- on arrival to Russian waters, vessel was visually inspected by Russian Coast Guard, later on arrival to Arkhangel road,



- vessel was inspected by Russian authorities;
- vessel in question is Chinese bulk carrier **Yutai Ambitions**, IMO 9326160, dwt 77283, built 2008, flag Honk Kong, owner and operator Taiship Co. Ltd Hong Kong;
- m/v **Yutai Ambitions** wasn't ever mentioned by Norwegian authorities in official statements to Norway media, m/v **Yutai Ambitions** wasn't requested to proceed to Norwegian waters for investigation, though under circumstances this vessel was at least as much suspect as Russian vessel;
- pictures were taken after m/v **Yutai Ambitions** arrived to Murmansk and was berthed, there are clear signs of some kind of bruising on bow, and fresh paint on portside, bow section;
- Russian side, Northern Steamship Co., is ready to

provide all necessary fact and documents, and due to nature of those documents, most of which are electronic data, we may exclude any tampering or forge attempts;

- there are no indications from Norway side they consider other version and other suspect, though there is another suspect, whose only reaction was, so far, fresh suspicious painting and as quick start of loading cargo as possible.

Barents sea for a long time is an hidden from the rest of the world zone of Cold War going on between Russia and Norway, on sea ways and fishing grounds, there are many complaints from Russian shipping and fishery on very unfriendly behaviour of Norwegian authorities. Whether this behaviour has sound reasons or not, is not the question in present case, civilized ways of international shipping routine require impartial investigation of incidents, and regretfully, as Russian side sees it, Norway failed to be just.

Pics below: scheme of m/v **Vladimir Timofeyev** movements; scheme of m/v **Yutai Ambitions** movements;.

Schemes taken from AIS data on www.marinetraffic.com

<http://www.odin.fm/pics/vtimofeyev1.jpg> - <http://www.odin.fm/pics/yutaiambitions1.jpg> -

Source : Mikhail Voytenko

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Unions target `flag of convenience` ships during Action Week

Seafarers and dockers workers unions in India and Sri Lanka launched a week long industrial action (22-26 November), against `Flags of Convenience' (FOC) shipping. ITF Inspectors and union activists at all major ports in India launched investigation of ships, crew contracts, and working and living conditions on board FOC ships, notorious for employing seafarers on exploitative conditions.

24 mercantile vessels were inspected by union teams today in various Indian ports and Colombo. Joint dockers and seafarers action in Mumbai led to the signing of an ITF approved agreement on board m.v Lugela, ensuring respectable wages and decent work conditions to the crew. The ship is owned by Kori Shipping Company in Greece but flies the Panama flag and employs Ukrainian seafarers on board and. It is ships like these which fly the flag of a country other than of its ownership and even employing crew of a third nation, which are classified as flag of convenience (FOC) ships. Ship-owners use FOC registers for many reasons for example, cheap registration fees, low or no tax payment and the freedom to employ crew on poor salary and terms of work conditions.

Elsewhere in Paradip on board m.t Magnum Force (Marshall Islands flag) and Chennai on board m.v Sun Glory (Panama flag) the Union teams were met with stiff resistance from the Captain who refused to divulge any information about the crew wage and employment contracts on board their ships. ITF Inspector in Visakhapatnam and his team of activists inspected 6 ships in port. They have initiated negotiations with a Hong Kong based shipping company to sign an agreement to improve crew wages and working conditions and served notice of warning on board m.v Xinda (Panama flag). In Haldia the union activists took action demanding renewal of a crew agreement which had expired in March 2010 on board m.v Harries (Marshall Islands flag) and owned in USA. In Tuticorin port the Union activists discovered that ITF approved agreement on board covered only 13 of the 18 crew members on board m.v Beluga Endeavour (Antigua & Barbuda flag).

Meanwhile in Colombo port the ITF Inspector kept up pressure on m.v OEL Dubai (Panama flag) which is owned in Dubai and employs Indian crew. This year's week of Action is specially targeting ships owned and or operated by companies in the UAE. Countries in this region have no culture or respect for trade unions and employ seafarers on very exploitative terms and conditions. They are known to evade legal or social responsibilities with more impunity than other FOC owners.







The brandnew **NORMAND PROSPER** seen enroute Rotterdam – Photo : **Ruud Timmermans** ©

Overval cruisepassagiers St. Kitts heeft grote gevolgen

De overval op cruisepassagiers die een busrit maakten op St. Kitts en Nevis heeft grote gevolgen voor de toerisme op het eiland. Twee cruiseschepen hebben na het incident aangegeven voor de rest van de week hun bezoek aan St. Kitts te annuleren. De **Carnival Miracle** en **Grand Princess** varen St. Kitts voorbij.

De beslissing komt hard aan bij de cruisesector op St. Kitts en Nevis. Het besluit werd genomen nadat zeventien cruisepassagiers van de **Celebrity Mercury** werden beroofd door twee mannen terwijl zij een bustrip maakten op het eiland. De passagiers werden in de bus overvallen en moesten onder bedreiging van een wapen hun persoonlijke bezittingen afgeven. Even na een uur 's middags moest de bus stoppen omdat er een obstakel, in de vorm van een grote boomtak, op de weg lag. Op dat moment werd er een steen door het voorraam van de bus gegooid en stormden twee gewapende mannen de bus in. De overvallers vertrokken met geld, sieraden, mobiele telefoons en andere persoonlijke spullen. Geen van de passagiers, waaronder een kind, raakte gewond bij het incident. De cruiselijnen hebben hun annuleringen gisteravond bevestigd bij Denzil Crook, algemeen directeur bij Delisle Walwyn & Co Ltd, de reisagent voor Carnival, Princess en Celebrity. Bron : **Amigoe**


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The **SMIT RUSLAND** seen assisting the **KOTA LAMBANG** in the port of Rotterdam – Photo : Marijn van Hoorn ©

MSC Chitra waiting to be lifted

Mediterranean Shipping Co (MSC) has suspended unloading operations of containers remaining on **MSC Chitra**, which was grounded in the entrance to Mumbai Port after colliding with bulk carrier **Khalijia 3** on August. According to the Geneva-based company, 314 containers have been recovered. The remaining boxes - about 600 - are proving difficult to unload in one piece. Therefore, it has decided to raise the vessel.

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Shipping administration, which is credited for the fast turnaround of calamitous situation, is looking forward to lifting of the ship. It said that container and recovery operations have been ceased until the vessel has been raised. "It is to the credit of everyone involved that we could fast pace the efforts to such an extent that the ship will be lifted up in a few days from now," an official from the administration said on anonymity. **Source : indiatiimes**



The **MIRO D** seen arriving in the port of Antwerp
Photo : Steven Oppeel - <http://www.stevo.be>



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HMS ARK ROYAL seen departing from the Tyne for the last time – **Photo : Kevin Blair (c)**

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Krasnoye Sormovo delivers new 7,000dwt tanker

Nizhny Novgorod-based Krasnoye Sormovo delivered to the customer the **SVL PRIDE** 7,000DWT river-sea going oil tanker of Project 19900. This is the first ship of the two vessels, contracted with the company SVL (SVL Active Trading Co., Ltd.). The crude carrier was launched this September. The shipbuilder completed the vessel construction in a record six-month period, the MNP Group's press office said (manager of Krasnoye Sormovo).

The 19900 project tankers designed by Volga-Caspian Design Bureau are intended for transportation of crude oil, gas condensate, petroleum products (including process gasoline) with a flash point of vapors at below 60° C and a maximum density of transported goods 0.99 t/cbm with a possibility of heating the cargo. The vessel can carry simultaneously three types of cargo.

"This is a response of the national shipbuilding industry to our foreign colleagues, as well as all the pessimists who said it's all day with the domestic shipbuilding industry. We are going to complete the second tanker for the customer by May 2011", MNP CEO Vadim Malov said.

The vessel was designed to a class KM * Ice I [1] R2 AUT1-ICS OMBO LI VCS Oil Tanker (ESP) of the Russian Maritime Register of Shipping. Ship characteristics: length - 141.4 m, breadth - 16.84 m, hull height - 6.82 m, speed - not less than 10.5 knots, cruising capacity - 20 days (salt water), 10 days (fresh water), number of cargo tanks - 12, slop tanks - 2, crew members - 12/14. DWT (salt water) 7100 tons at 4,60-m draft, in fresh water - 4700dwt at 3,60-m draft. Total capacity of 14 tanks - 8,256 cbm, main engine power rated - 2h1200 kW, cruising speed - 10.5 knots.

The Shipyard Krasnoye Sormovo Plant located in Nizhny Novgorod is one of the oldest Russian shipbuilding companies, founded back in 1849. All vessels built at the Krasnoye Sormovo meet the requirements of MARPOL conventions, having the state-of-the-art equipment.

MNP Group, Sea, Oil & Gas Projects, is the Company Manager of shipbuilding projects. The Group is comprised of Plant Krasnoye (Red) Sormovo (Nizhny Novgorod), Sormovskoe (Sormovo) Engineering (Nizhny Novgorod) and the Volga-Caspian Design Bureau (Nizhny Novgorod). **Source : PortNews**



The container vessel "**MSC DEBRA**" belonging Bernard Schulte Shipmanagement (Singapore) with 294 meters length, under dry docking works at **CERNAVAL Shipyard** in Algeciras, Spain.

Photo : David North ©

Croatia gets bids for last shipyard in EU reform step

Croatia has received three bids to buy a nearly 300-year-old shipyard, the last of five state-owned docks it is trying to sell to meet a major condition for completing its European Union entry talks next year. Restructuring the heavily subsidised docks so that they no longer require state aid is an important requirement for Zagreb to complete its talks to enter the EU. The small Kraljevica dock located in the northern Adriatic was put on sale for a token price of 1 kuna (\$0.184). Croatia's oldest dock, founded in 1729, it was the only one that had failed to attract bids in two previous tender rounds. Two bids came from Croatia and one from neighbouring Serbia, Vedran Duvnjak, head of the state privatisation fund, told reporters on Thursday. He did not say how long the government might take to review the bids. The dock is one of five of Croatia's six state-owned shipyards that have been piling up losses for years. The sixth is profitable and is not on the block. Next year the government, which is struggling to control public expenditure, may have to take over up to 12 billion kuna of loans to the docks, which it guaranteed in the past. EU entry talks are

divided in 35 chapters, or policy areas. Croatia has concluded talks in 25 of them and hopes to wrap up another three by the end of the year. The European Commission is reviewing the bids for the docks to assess the viability of the restructuring plans. If it approves them, Croatia would make a major step forward towards concluding the demanding negotiation chapter on competition. "The Commission has no firm deadline for expressing its opinion, but I suppose we will be able to make progress in the competition chapter by spring," a senior Croatian official, who asked not to be named, told Reuters. He said Croatia hopes to be given a date in March for the end of the talks, which could wrap up in mid-2011 allowing it to sign an accession treaty late next year. Croatia could join the EU when all 27 EU members ratify the treaty, by 2012 or 2013. The shipbuilding restructuring is a sensitive social issue as the docks employ some 11,000 people and many small businesses are also involved as contractors. Besides the competition policy, the most demanding chapter is the judiciary where Zagreb has to prove it is serious in making its courts independent of politics and in fighting graft. **Source: reuters**



Consolidated Pipe Carriers (CPC) Load Van Oord's Fall Pipe Vessel "**Tertnes**" at Chibatao Port on the Rio Negro inland in Manaus, Amazonas, Brazil. The transshipment of 9,600mt (36,000mt total) carried out by rotating 5 flat top barges on one side of the floating quayside with the cranes rotating 180° with each cargo load. Articulating skips are used by CPC with hydraulic spreaders to ensure a speedy continuous operation on both cranes. Tertnes will install the rock as part of the pipeline stabilization project for Petrobras.

**Photo's : Philip Fay
(Consolidated Pipe Carriers) ©**

Brazil shipbuilding fund set to grant BRL13 bln financing

Brazil's Merchant Marine Fund, part of the Transport Ministry, may approve 13 billion Brazilian reais (\$7.6 billion) of financing for new shipbuilding projects at a meeting on Dec. 17, fund director Amaury Ferreira Pires Neto said. A total of 165 new shipbuilding projects will be considered for the funding, and these may be completed within the next four years, Pires Neto said. Projects can get up to 90% financing, he said at a press conference in Rio de Janeiro. Over the past eight years, since the start of the government of President Luiz Inacio Lula da Silva, the fund has approved financing of BRL17.3 billion for 406 shipbuilding projects. The fund has BRL15 billion available in the Brazilian treasury and a further BRL4.8 billion that has been made available by government decree, Pires Neto said. One of the fund's users is oil giant Petroleo Brasileiro SA's transport arm Transpetro, which is investing BRL10 billion on 49 new oil tankers for delivery between 2010 and 2015 for Petrobras' expansion program. Before 2000, the merchant marine fund granted less than BRL1 billion a year in financing due to lower demand, Pires Neto said. "There's been a fantastic leap in shipbuilding activity and this may intensify further in coming years," he said. **Source: dowjones**



The **COASTAL VANGUARD** left the builders, Damen, and commenced yard trials - **Photo : Michel Kodde ©**

Korea's Key Industries: Shipbuilding

When it comes to shipbuilding Korea is second to none.

Korea has held top spot for six consecutive years from 2003 to 2009 in overall size of the order book with Hyundai Heavy Industries, Samsung Heavy Industries and Daewoo Shipbuilding accounting for over 50-percent of global market share. According to Lloyd's World Shipbuilding Statistics, Korea ranked 1st in two of the three key shipbuilding indicators last year with nearly 8.6-million Compensated Gross Tons of new construction orders and 29-million tons of vessel deliveries followed by Japan and China.

CGTs indicate the amount of work that is necessary to build a given ship. "And Korea's shipbuilding capacity is projected to surpass 50-million gross tons by next year, which is nearly half of the world's total shipbuilding capacity." Experts attribute the country's world-class know-how to advanced technology based on strong research and

development and low dependency on imports of shipboard equipment which some say are what distinguishes Korean-made vessels from those made in China, Korea's fast chasing rival.

"Korea didn't become the world's best over night. Innovative research was conducted over the course of years, such as building several vessels in a single dock, and building ships in water, which I believe were methods first introduced by Korea. China is chasing top spot, but Korea's advanced technology, especially in specialized ships, will not be replaced any time soon." However, experts also add that Korea's shipbuilders face tough challenges that are more threatening than before as many shipping firms have either delayed or cancelled deliveries following the global financial crisis, which resulted in an unprecedented plunge in vessel orders.

Although there are some signs of economic recovery, observers agree that Korea must counter the crisis by focusing on value-added vessels that differentiate itself from its competitors and also establish a protection shield to mitigate vulnerability from factors that are uncontrollable, such as currency risks. **Source: Arirang News**

His Highness, the Emir, Inaugurates Qatar's New World-Class Shipyard

Under the patronage of His Highness Sheikh Hamad Bin Khalifa Al Thani, The Emir of the State of Qatar, Nakilat inaugurated the first three phases of its new world-class Shipyard in the Port of Ras Laffan. The Shipyard is located on a 110 hectare site, approximately 8km offshore along the southern breakwater of the expanded Port of Ras Laffan. A "Project Task Force", established by Nakilat, was responsible for managing the design and construction of the new Shipyard, from concept to start-up. Operation of the Shipyard commenced just over two years after start of construction.

The Shipyard has been designed for the repair and maintenance of very large LNG carriers and a wide range of other vessels, as well as the conversion of tankers to Floating Production, Storage and Offloading (FPSO) and Floating Storage and Offloading (FSO) units. It is also capable of constructing a wide variety of ships up to 120 metres in length, including: commercial vessels (e.g. tugs, offshore supply vessels, coastal tankers, ferries), naval and coastguard vessels, and superyachts.

Key features of the Shipyard include two large dry docks: 400m long x 80m wide; and 360m long x 66m wide. There is also a massive ship construction hall, 270m long x 65m wide x 45m high, capable of building four 120m long vessels simultaneously, completely undercover.

Nakilat has partnered with the following two industry leaders to operate its new Shipyard:

Singapore-based Keppel Offshore & Marine, is a global leader in ship repair and conversion, as well as construction of offshore drilling rigs and floating production facilities. A joint venture company, Nakilat-Keppel Offshore & Marine (N-KOM), operates Phases 1 and 2 of the Nakilat Shipyard, which is a state-of-the-art facility for the repair and maintenance of very large LNG carriers and a wide range of other vessels, as well as the conversion of tankers to various configurations for offshore production, storage and off loading.

On the occasion of the new Shipyard celebration, N-KOM strengthened its credentials as a leading shipyard in the Middle East via the signing of a three year Fleet Agreement with Shell International Trading and Shipping Company Limited (STASCo). N-KOM also entered into Letters of Intent with Gulf Drilling International, Mitsui OSK Lines, NYK Lines, K-Line, Idemitsu Tankers, Iino Lines and MARCAS to provide shipyard and dry docking services for their vessels

N-KOM was also presented with certification from DNV (Det Norske Veritas) for its Integrated Management Systems covering ISO 9001 for Quality, OSHAS 18001 for Occupational Health and Safety and ISO 14001 for Environmental Management. As demonstrated by this significant achievement, Nakilat and its joint venture partners are all equally committed to the highest international standards for occupational health, safety, environmental management and quality assurance

Damen Shipyards Group, of the Netherlands, is a world renowned shipbuilder. A joint venture company, Nakilat Damen Shipyards Qatar (NDSQ), manages Phase 4 of the Nakilat Shipyard, undertaking the construction of high-value ships of up to 120 meters in length, including commercial vessels (e.g. tugs, offshore supply boats and coastal tankers), naval and coastguard vessels, and super yachts.

During the day's program, NDSQ was also proud to receive the Keellaying Certificate from Lloyd's Registry of Shipping for a 'Full: Load-Out/Recovery Barge' (LOR). The presented keelblock weighs in excess of 150 tons. Upon completion the LOR barge will be 140 meters in length with a beam of 35 meters and will be able to launch and recover vessels and offshore construction up to a weight of 10,000 tons.

The new joint ventures, N-KOM and NDSQ, are both strategic and key to the goal of positioning the State of Qatar's marine industry as an internationally recognized centre-of-excellence. More than 600 guests from around the globe, including leaders from government and industry attended the inauguration ceremony.

His Excellency Abdullah Bin Hamad Al-Attiyah, Deputy Premier, and Minister of Energy and Industry for the State of Qatar, and Chairman of Nakilat, said: "Today's inauguration of the Nakilat Shipyard is a significant accomplishment for Nakilat and an important development for the State of Qatar. Our new shipyard is of key economic importance and will ensure the highest integrity and reliability of our fleet of ships, while providing for the development and growth of a new marine industrial sector in Qatar. Taken together, these accomplishments contribute to the realization of His Highness' vision for Qatar's economic development and for the ongoing prosperity of its citizens".

His Excellency Al-Attiyah, also noted: "The Nakilat Shipyard combines world-class facilities with outstanding international partners which will establish Qatar as an internationally recognized centre-of-excellence in shipbuilding, repair and conversion, with additional capabilities for industrial fabrication and construction".

Nakilat's Managing Director, Muhammad Ghannam said: "Our vision is not only to be the world's leading owner and operator of vessels for the transportation of LNG and associated products; but also to be the provider of choice for ship repair and construction services, as measured by customer satisfaction, operational efficiency and our commitment to high standards of safety, health and environment. Today, with the inauguration of this world-class, state-of-the-art Shipyard, a new industry -- a marine industry -- is born in Qatar. Our new Shipyard is an outstanding asset for the State of Qatar, and an excellent foundation for Nakilat to establish "centres-of-excellence" with its joint venture partners."

Construction of the Nakilat Shipyard was undertaken with outstanding performance in terms of both safety and environmental compliance. When at full design capacity, the Shipyard will employ over 10,000 workers and subcontractors.

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DP World in labour dispute at Algeria port

Dockworkers at Algeria's busiest port, operated by Dubai-based DP World, have staged an unofficial strike in protest at a management drive to raise productivity, industry sources told Reuters. The operator said the container port was functioning as normal and one of the sources said the union representing the workers reached a deal last weekend to end the protest. But for weeks before that, stevedores at the port in the Algerian capital were operating an unofficial go-slow strike, with just a handful of containers being moved each day and a backlog of ships offshore waiting to unload, the sources said. "I waited 25 days before my four containers were unloaded in the port of Algiers," Reda Rahmouni, a book importer who has regular dealings with the port, told Reuters. "There is nothing official, but it seems that they are on strike ... They unload only eight to nine containers per day. This is not acceptable." DP World, a unit of conglomerate Dubai World, took control of operations at the terminal last year under a 30-year operating concession. The terminal, re-named DP World Djazair, handles more than 60 percent of Algeria's external trade, according to the company. None of OPEC member Algeria's crude oil and gas exports go through the port. Asked by Reuters to comment on the labour dispute, a DP World said in a statement provided to Reuters: "We have been working with the union to increase the efficiency of the terminal and have reached an agreement that will see service improve there. DP World Djazair is operating as normal."

The terminal, in the heart of the Algerian capital, was built by former ruler France and much of the infrastructure dates back to the colonial period. Long delays at Algerian ports are common, causing supply problems for a country whose economy is dominated by oil and gas and which imports most of the goods that it consumes. An industry source, who spoke on condition of anonymity, said the union go-slow was sparked by a dispute over pay and an attempt by DP World managers to introduce new shift patterns to improve productivity. The source said he did not know the details of the agreement the union and management reached last weekend. "Whatever the case, productivity has now gone up and we expect the backlog and number of idle vessels outside the port to diminish." But the source added: "I have a feeling that our woes in the port are not entirely over." Indebted parent company Dubai World is prepared to sell DP World, among other assets, to help raise billions of dollars it needs to repay creditors, according to a company document obtained by Reuters last month. **Source: reuters.com**



The **MOL COMPETENCE** seen arriving in Rotterdam – Europoort – **Photo : Harry van den Berg (c)**

Saaremaa-Gotland ferry service to be launched next summer

Opening of a Gotland–Ventspils–Saaremaa shipping lane that has been on the agenda for the past couple of years will become reality next summer, NLETA/national Broadcasting reports. Kuressaare city council development adviser Ingrid

Tilts told Saarte Hääl that the ship connection between three states will be launched in 2011 but the schedule of the route and the period when the trips take place has not yet been determined. "It is clear that the route will start with a small ship and not very frequent trips but the aim is to increase the service so that it would persist in the future," said Tilts. In order to do the necessary research, the Interreg IV A Central Baltic Sea program has allocated for the Ventspils free port, Gotland commune and Kuressaare city cooperation project nearly 1.6 million euros for two-year period. **Source:** [baltic-course](#)



The **GECO DIAMOND** seen arriving in Cape Town – **Photo :** [Ian Shiffman \(c\)](#)

Ezra Holdings plans \$130m fleet expansion

Offshore specialist Ezra Holdings plans to invest \$130m in four additional platform supply vessels (PSVs). The Singapore company will acquire the four PSVs of up to 5,200 dwt over the next two years. "We are currently fortifying our key offshore support, deepwater subsea and engineering services units in preparation for our next leg of growth, which will see Ezra becoming a truly global player in the offshore oil and gas sector," said Lionel Lee, managing director of Ezra. Meanwhile the company said its subsidiary EMAS Offshore had secured letters of intent or award for \$51m in charters for five anchor handler towage supply (AHTS) vessels and one PSV. The contracts for an average of more than two years are with undisclosed oil companies operating in Asia and Australia. **Source:** [seatrade-asia](#)

SALE OF THE VLCC 'PACIFIC LAGOON'

Euronav NV announced that it has sold one of its oldest double hulled VLCCs, the **Pacific Lagoon** (1999 – 305,839 dwt), for USD 54.75 million. The capital gain on this sale's transaction is about USD 22.1 million and will be recorded in the first quarter of 2011 when the vessel is delivered to its new owner. This sale is part of the ongoing fleet renewal program of Euronav and the strategy to maintain a young fleet.

Saga to expand fleet with additional ship

It is being widely reported that Saga Cruises, the UK-based cruise and holiday travel company is about to invest in another cruise ship. According to these reports the ship-to-be is the **BLEU DE FRANCE** (37,301-gt, built 1981) the former [Europa](#), [Superstar Aries](#) and most recently, the [Holiday Dream](#).

Built for Hapag-Lloyd as their third **EUROPA** she was at the time one of the largest cruise ships in the world. That statistic was soon to be overtaken with the advent of the mega ships and Hapag-Lloyd in turn eventually replaced her with a new EUROPA, selling the older ship off to Star Cruises with whom she became the **SUPERSTAR ARIES** following a fairly major rebuild. This included the construction of a number of new balconies.

She underwent yet another refit at the time of her sale to the Spanish line Pullmantur, who renamed her HOLIDAY DREAM. Subsequently the ship underwent yet another refit, costing a reported €30 million – this was at the time of her transfer to CDF Croisières de France as their **BLEU DE FRANCE**.

With 30 years under her keel it can be expected that, provided these reports are correct, the ship will undergo yet another refit rendering her suitable for life as a Saga Cruises vessel. Saga currently operates the lovely **SAGA RUBY** and **SAGA PEARL** (the former **ASTORIA**), in addition to the **SPIRIT OF ADVENTURE** (former **BERLIN**, **PRINCESS MAHSURI** and **ORANGE MELODY**) – the latter ship having no age restriction and sailing with the company's Spirit of Adventure Cruises brand. If you want to sail with Saga Cruises you have to be at least 50 years of age – a restriction leading to the unkind joke that SAGA is an acronym for 'Send a Granny Away'. Bleu de France is currently operating a summer season of South American cruises with the Brazilian cruise operator CVC and the thinking is that she may only transfer to Saga in 2012. Source : ports.co.za

GAVEA LIFTER ENROUTE FAR EAST



At the photos seen the Barge "**GAVEA LIFTER**" at the commencement of her tow departing Saldanha Bay for drydock in the Far East. She is being towed by the tugs "**FAIRMOUNT GLACIER**" and "**FAIRMOUNT ALPINE**".

Photo's :
Dennis Henwood (c)



The **GAVEA LIFTER** completed a long term charter to a Brazilian shipyard in Rio where she was operating as a drydock. She was then towed by another tug to Saldanha Bay on the first leg, and now she starts her second leg with the two tugs towing her to the Far East for docking and refurbishment.



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Dubai offers ship lay-ups to offset slack global trade

Dubai Maritime City Authority (DMCA) is ready to set up a cold lay-up anchorage for ships which will result in cost savings of over \$20,000 per month, officials said at the Dubai 2010 International Ship Suppliers Association Convention and Exhibition. "Our industry remains volatile and we all hope for the best and as professionals, we prepare for the worst. "Jala is for those times when supply and demand for cargo tonnage is at unreasonable returns," said Majed Al Shamsi, senior project manager, Maritime Corporate Development Department. Al Shamsi said that the authority could set up a cold lay-up near Port Rashid as soon as a client signs up for it. The anchorages are for ships that are not under contract. DMCA has set up two lay-up anchorages near Jebel Ali Port, called Jebel Ali Lay Anchorage (Jala), and another near Port Rashid. Both are about 20 nautical miles from the port in 20 metres of water.

While the two anchorages were on the charts for many years, they were recently agreed upon by the three maritime entities of DMC, DP World and the UAE coast guards. When a ship is in hot lay-up it has a certain number of crew on board that could take the ship out of anchorage if necessary. A warm lay-up has fewer crew on board, and a cold lay-up can have just two crew members, cutting costs to a minimum for shipowners. For safety of the ships, DMCA relies on the coast guard and Dubai Police. "Working with the industry, we continue to identify risks, engage all sectors in search of mitigation solutions and provide responsible and professional service to the shipping community," Al Shamsi said. He said that the savings for ships in anchorage are significant. "The numbers are actual and realised by our clients. Conservatively speaking \$20,000 per month, is only crew savings," he said. Jala, the only official lay-up anchorage in the region, is also close to the Middle East's largest port, Jebel Ali, and provides access to Dubai International Airport. Its geographic location between the east and west is an advantage that the authority can leverage. **Source: Gulf News**



Tourist boat "**R Laurindo Pitta**" passing the navy base in Rio de Janeiro, Brazil.

Photo : Capt : Wout Vantellingen

Maersk's APMT eyes Asian secondary ports for development

MAERSK Group's APM Terminals (APMT) appears to be targeting second tier ports in Asia, particularly China, for container development, according to London's Containerisation International. "Secondary ports are smaller fast growing facilities with the potential to be a player in the growing intra-Asia market - these are ports we are interested in," said APMT Asia Pacific chief executive Martin Gaard Christiansen. "We are not only examining the secondary port market in China, but also Vietnam, Indonesia, Malaysia to mention a few."

In China, APMT is studying secondary ports' growth rates and hinterland connections in the Yangtze River Valley and the Bohai Bay area. Already there is a memorandum of understanding in place between APMT and the Chongqing Port Authority, said the report, which added Maersk Group is considering investment in port development with a decision expected next year, Mr Christiansen told CI.

"We would like to support Chongqing develop the right infrastructure to make [it] a manufacturing hub in west China. There has been significant growth in volumes moving from Chongqing to Shanghai," said Mr Christiansen. Chongqing is currently building phase three of its terminal, which will see overall annual capacity jump to 1.6 million TEU in 2013 from today's 800,000 TEU. **Source : Schednet**



The TSHD **LEIV ERIKSSON** seen anchored off Singapore – **Photo : Luc Verley (c)**

OSX Brasil buys Vela VLCC's for FPSO conversion

OSX Brasil S.A., the offshore services unit of Brazilian billionaire Eike Batista's EMX empire, continues to forge ahead with its operations. Among recent developments have been a \$54 million agreement to buy two sister VLCC's from Saudi Aramco's Vela International Marine. The ships, built in 1994 and 1995, will be delivered to an OSX subsidiary in February and March 2011 for conversion into OSX's third and fourth FPSO's (floating storage, production and offloading units). The OSX-1 FPSO is currently under conversion at Keppel and is aimed to be operational offshore Brazil next year. Bids for the OSX-2 FPSO conversion are being evaluated and the contract is expected to be awarded in the first quarter of 2011. That unit will have a production capacity of 100,000 bbl/day. Meanwhile, OSX has ambitious shipyard plans of its own. It has a technical agreement with Korea's Hyundai Heavy Industries which has taken a 10 per cent stake in shipbuilding subsidiary OSX Construcao Naval S.A.(formerly OSX Estaleiros). Initially it was reported that the yard would be a \$1 billion facility at a site in Biguacu, in Brazil's of Santa Catarina. Now, OSX is

looking at alternative uses for that site as it has taken the decision to site the shipyard (Unidade de Construcao Naval) at the Port of Acu Industrial Complex in the municipality of Sao Joao da Barra, State of Rio de Janeiro.

OSX expects to get the required environmental licenses from the State of Rio de Janeiro in April 2011. It says the decision to locate the shipyard in Acu is based on the competitive advantages of the site.

UCN Acu will have a quay length of 2,400 m (approximately 70 percent longer than projected for Biguacu), with expansion capacity to reach 3,525 m. It will be able to offer a broader range of services, including repairs and offers logistics synergies with other projects that are being established at the Port of Acu, particularly the Acu Private Use Port Terminal, steel mills, a thermoelectric plant and metal-mechanics complex. **Source : MarineLog**



The **TORM LAURA** seen moored in Rotterdam-Europoort – **Photo : Kees Torn (c)**

Orissa signs agreement with Navayuga to build Rs 6,500 cr port at Astarang

Orissa government on Monday signed a concession agreement with Hyderabad based Navayuga Engineering Company Ltd for the development of modern deep water, all weather mechanized port at Astranga in Puri district on 30 years Build, Own, Operate, Share and Transfer [BOOST] basis in three phases at an estimated cost of Rs 6500 crore.

The company will invest Rs 1500 crore in first phase for the port with a capacity to handle 25 million ton per annum [MTPA] of cargo. The port will have a capacity of 70 mtpa at the end of third phase to export cargo like iron ore, thermal coal, coking coal, coke and break bulk cargo. While the phase-1 is expected to be completed in four years, the project in its entirety shall take about 8 years.

The state government signed the concession agreement, almost two years after concluding a MoU with the developer on December 12, 2008. "The detailed project report (DPR) will be ready within a year," Navayuga's managing director Chinta Sridhar said after signing the agreement.

The state commerce and transport department secretary Gagan Bihari Dhal, who signed the concessional agreement with Mr Sridhar of Navayuga on Monday told "The ET", "The port will be operational within four years of land acquisition. It would reach 70 MTPA in the third phase and for this dredging would be done up to 15.5 meters which could reach further to 20 meters". The port would cater to ultimate vessel size of 1.75 lakh DWT (dead weight tonnage), he said.

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The company would share with the state government its gross income with 5% share in the first five years, 8% in 6-10th year and 10% in 10th-15th year. It would share 12% of share from income on 16th year when lease period ends, the concessional agreement said.

Astaranga Port project, which would generate a large number of direct and indirect employment, would have service corridor of 90-km long rail and road. While minimum 90 % of the total requirement of unskilled and semi skilled manpower would come from locals, the port developer would take 60 % of local people in skilled category, the officials claimed.

Similarly, a minimum of 30% of supervisory and managerial level would be drawn from locals and it was allowed to hire senior executives from open market, Mr Dhal said.

The project is estimated to yield annual revenue of Rs 20 crore per annum for the government during phase-1 and Rs 100 crore per annum by completion of phase-3. As a standalone port, if the project's employment potential both direct and indirect put together is 10,000 jobs, the integration of a port based township and industrial park will multiply that number manifold, officials said here.

The state government has already signed concession agreements with three other companies to develop port facilities at Gopalpur, Dhamra and Kirtania. For Chudamiani port, the concessional agreement would shortly be finalized, sources said. While Gopalpur port has already been operational, Dhamra Port is expected to be ready shortly. **Source : IndiaTimes**



The **Sealink Vanessa 7** spotted at KSB base in Malaysia
Photo : Capt. Jelle de Vries (c)

Main Line container vessel calls at M'lore port

Main Line container vessel of M/s Pacific International Lines (PIL) M V **Kota Nabil** from East Africa (Port Matwara) called at New Mangalore Port on Sunday. According to a press release, this is the first main line vessel, which was called at the Port during the current financial year.

The vessel started its operation of unloading 153 boxes of raw cashew for distribution among various cashew processing units situated in and around Mangalore and sailed out on Monday morning.

The entire operation took only one shift (8 hrs) instead of 2 shifts(16 hrs) due to the efficiency of the cargo handling workers. The advantage of Main Line vessel directly calling at the Port is the lesser transit time and lesser handling cost. It will take only nine days between Mangalore and East Africa whereas vessels via Colombo will take 21 days, the release added.

NMPT Chairman P Tamilvanan said Main Line vessels directly calling at the Port has resulted in upward growth of container traffic. A record quantity of 26,634 TEUs of container traffic has been handled during the current year 2010 (as on date) as against 19,724 TEUs handled during the corresponding period of last year, registering a growth rate of 35 per cent. **Source : Deccanherald**



Above seen the new barge, **Global Long Beach** just launched at Trinity Marine's yard in Louisiana. Our affiliate, Global Marine Transport (GMT), will take delivery of the **Global Long Beach** (on completion of trials), the first of four in a series of new buildings. All four are ABS ocean going barges, US flagged, OPA 90-compliant, double hull with a total cargo capacity of 10,000 barrels each. All 4 barges will be deployed on the US West Coast from Seattle WA, to Los Angeles, CA supplying distillate marine gasoil and marine lubricants. The new barges represent Maxum's continued commitment to its global marine customers and future presence in the U.S. West Coast maritime industry."

Photo by: Chris Cole, Vice President Sales, Trinity Marine Products (c)

India's Shipping Corp of India (SCI) launches new container service to East Africa

India's state-owned Shipping Corporation of India is to launch a new container service between the Indian sub-continent and East Africa later this week. The service will operate with three box ships each of 1,200-TEU capacity

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using a ten-day frequency with a port rotation of Colombo, Dar es Salaam, Mombasa and Colombo. A dedicated feeder service will make connections with Indian ports.

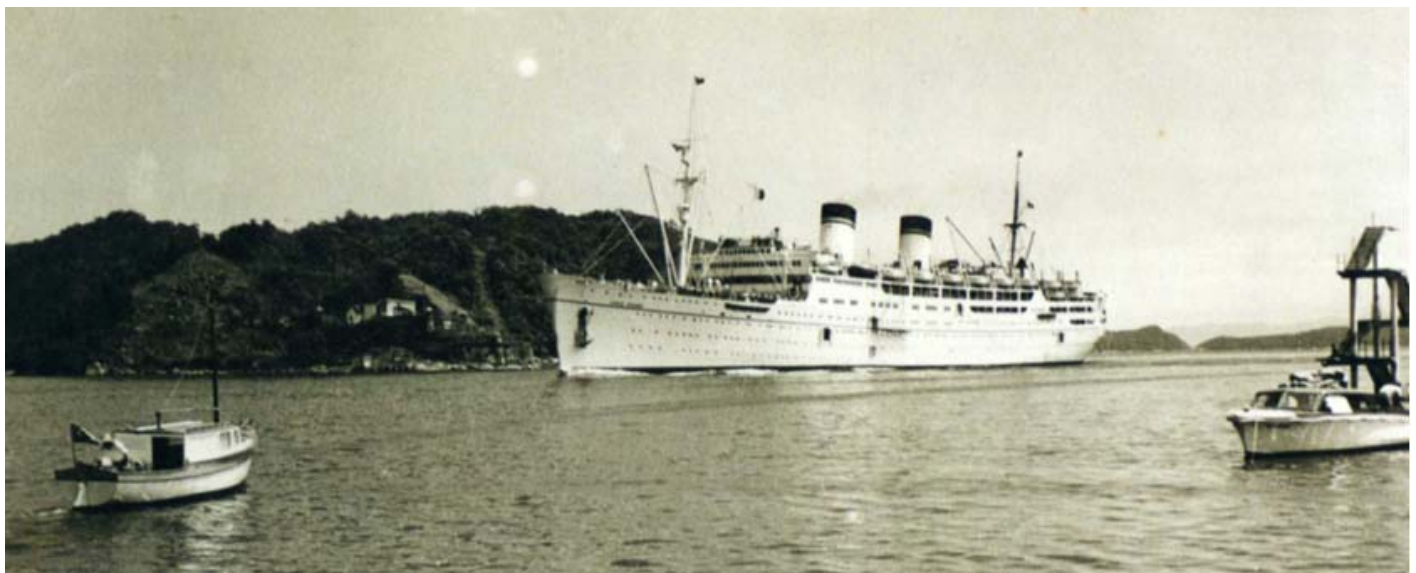
The new service commences with the sailing of the first vessel from Colombo on Saturday, 27 November.

SCI was created in 1961 with the amalgamation of Eastern Shipping Corporation and Western Shipping Corporation, both of India. From a regional shipping company with 19 ships, SCI has grown into India's largest shipping company, with vessels occupied in several sectors including containers, bulk carriers, crude oil tankers, products tankers, passenger and general cargo ships, chemical carriers, LPG and ammonia tankers, and offshore vessels. SCI currently owns and operates about one third of India's total tonnage at sea. **Source : ports.co.za**



The **STENBERG** seen departing from Amsterdam – Photo : Marcel Coster (c)

OLDIE – FROM THE SHOEBOX



Post-Card of City of Santos-Brazil, showing the first arrival of the Italian liner **Conte Grande** after the war 1949.
Photo : Col. Laire José Giraud.

.... PHOTO OF THE DAY



The Indian owned **QP-2000** under **TLO** contract at work on **Bunga Orkid Field**, Malaysia
Photo : Capt. Jelle de Vries (c)

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