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TK's PINNACLE SPIRIT seen arriving in Rotterdam Europoort
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Kustwachtcutter sleept boot met motorpech

Afgelopen dinsdag middag heeft de Kustwacht Caribisch Gebied een vaartuig met motorpech gered. De Kustwachtcutter **Panter** werd erop uit gestuurd en bracht het vaartuig in veiligheid.

Het bootje, genaamd '**Claudia**', kreeg motorpech en lag op ongeveer 21 mijl vanuit de kust van Curaçao, ten zuiden van het Spaanse Water. Direct na de eerste melding bij het Reddings- en Coördinatiecentrum, werden twee Superrhibs geactiveerd. Vrij snel hierna werd de actie overgenomen door de Kustwachtcutter Panther. Nadat het boardingteam van de cutter de motorboot had gecontroleerd, werd het vaartuig en de twee opvarenden weer veilig naar de wal gesleept.

ADB to provide US\$615 million to fund project in Bangladesh

The Asian Development Bank (ADB) will extend financial assistance of US\$615 million for a major bridge project in Bangladesh which will help accelerate growth and poverty reduction in the country's poor and underdeveloped southwest. ADB's Board of Directors today approved the loan funds for the construction of a multipurpose bridge across the Padma River - the first fixed river crossing for road traffic, linking the southwest of the country, to northern and eastern regions. ADB is providing over 21 per cent of the total investment cost of nearly \$2.92 billion for the bridge project.

In addition to ADB, the World Bank, Japan International Cooperation Agency (JICA) and Islamic Development Bank are also contributing as cofinanciers. "By providing a vital infrastructure link between the capital city, Dhaka, and the less

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developed southwest region, the Padma bridge will give the national economy a major boost," said Sultan H. Rahman, Director General of ADB's South Asia Department.

"It is the largest project assistance we have provided to Bangladesh. Implementing such a large project will be a major challenge, and the Government and development partners would need to work very closely to initiate and complete the project on time," added Mr Rahman.

The southwest has some of the highest poverty rates in Bangladesh and the absence of a bridge across the Padma River - formed by the confluence of the Ganges and Jamuna rivers - has left it relatively isolated. Currently passengers and freight are transported over the 5-kilometer wide river on ferries and other smaller vessels, which lack capacity and are frequently suspended during floods, fog and other bad weather conditions. Bridges in other regions, such as one built with ADB-JICA-WB support across the Jamuna River linking the northwest to the east, have been major growth and poverty reduction drivers for the country, and similar benefits in the southwest region are expected with this project.

"This bridge project will also have wider subregional impacts, as it will form part of the proposed Asian Highway route that connects Asia to Europe," said Hideaki Iwasaki, Principal Transport Specialist in ADB's South Asia Department.

The physical work will include the construction of a two-level steel truss bridge over six kilometers long, with a four lane highway to accommodate road vehicles on top, and a lower deck with a single track railway to be added in future. Twelve kilometers of approach roads, along with toll plazas and service areas will also be built, while dredging and river bank protection will be carried out.

ADB's assistance will be extended through two loans. The first amount of US\$539 million from ADB's ordinary capital resources has a 27-year tenor, with a seven-year grace period, and an annual interest rate determined in accordance with ADB's LIBOR-based lending facility. The second loan of US\$76 million equivalent from ADB's concessional Asian Development Fund has a 32-year tenor, with an eight-year grace period carrying an annual interest of 1 per cent, which rises to 1.5 per cent for the balance of the term.

The Bangladesh Bridge Authority is the executing agency for the project, which is due for completion in December 2015. **Source : Dredging News Online**



Svitzer's **VALI** seen in Cape Town for bunkers – **Photo : Aad Noorland ©**

Falmouth Docks mourns tug boat captain



Falmouth's waterfront is mourning the loss of one of its finest sons following the sudden death of tugboat captain [John Devine](#). Mr Devine died in his sleep during the early hours of Friday morning, aged just 55.

His wife Debbie said he had worked a late shift captaining the tug [Ankorva](#) at Falmouth Docks last Thursday and went to bed as usual; he never woke up. She described his death as "a great shock," as he had not been ill and there had been no warning. The family are waiting for the results of a post-mortem, to establish the cause of his death. **Source : The Packet**

Shipping industry updates flag state performance table

The Round Table of international associations (BIMCO, International Chamber of Shipping/International Shipping Federation, INTERCARGO and INTERTANKO) have published their latest "Shipping Industry Flag State Performance Table", which is updated on an annual basis.

The Table, which accompanies the well established "Shipping Industry Guidelines on Flag State Performance", summarises factual information, derived from the public domain. The intention is to provide a general appreciation of a flag's performance and to encourage ship operators to reflect on a flag's quality before using it. As the table demonstrates, the vast majority of the world fleet is registered with flag states which take their responsibilities very seriously. Most flags have ratified most of the key International Maritime Organization (IMO) Conventions, the adequate enforcement of which is shown by their Port State Control records. There is always room for improvement and most flags continue to receive a small number of potential negative performance indicators (black blobs). However, many flags have improved on their performance in previous years, some dramatically, and notably six flags had no potential negative performance indicators at all in 2010.

Since the Table was first compiled in 2003, there has been a noticeable decline in the number of flag states that appear on the black lists of regional Port State Control authorities. Unfortunately, there are still a number of poorly performing ship registers, and for 2010 the list of the very worst performing flags, which the Round Table believes shipowners should think very carefully about before using, includes: Albania, Bolivia, Cambodia, Columbia, Costa Rica, Cote d'Ivoire, Democratic Republic of Congo, Georgia, Honduras, Lebanon, St Kitts and Nevis, Sao Tome and Principe, and Sierra Leone. The Table (and accompanying Guidelines) are intended to serve as a complement to the Voluntary IMO Member State Audit Scheme, by which maritime administrations are subject to external audit under the auspices of IMO with regard to their implementation of IMO Conventions relevant to the safety of life at sea and protection of the marine environment. The shipping industry associations welcomed the decision taken by the IMO Council to make this scheme mandatory in due course. **Source: Bimco**

NEDERLANDSE MARITIEME LUNCH IN SINGAPORE

Beste Maritieme Medelanders,

Na een succes volle start van de Nederlandse Maritieme Lunch enkele maanden geleden, wilden wij U hierbij uitnodigen voor de volgende lunch te houden op **vrijdag 3 december**.

Dit keer een "speciale" lunch daar volgende week in Singapore de offshore beurs OSEA word gehouden, waardoor veel Nederlanders in Singapore zullen zijn !

Via deze weg willen wij de "Maritieme" Nederlanders uitnodigen voor deze lunch, wat tevens een uitstekende plaats is om te netwerken, en kennis te maken met de "lokale" Maritieme land genoten.



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Als U van plan bent aanwezig te zijn, gelieve even een mailtje te sturen naar clubderuyter@gmail.com zodat wij er rekening mee kunnen houden voor hoeveel personen er nasi goreng ☺ gemaakt moet worden



The **WYK-9 SIMON-ALEXANDER** seen arriving at Lowestoft 16.11.2010, for the third time in the last few months to load Mussels.

Photo : John Soanes ©

Veronica Line's mysteries.

According to 'Lloyd's List', ferry Veronica Line, flying the St. Kitts & Nevis flag, broke off the moorings in Vlorë (Albania) where she was berthed since some weeks and ran aground in the port. In the past the ship, which entered service in 1970, used to sail between Apulia and Albania on behalf of changing owners and most recently made the headlines last June when arrested in Brindisi because of unpaid port services, as explained by Nicola Del Nobile, secretary general of the local Port Authority.

"There are no judicial procedures pending on Veronica Line. Albanian partners joined last August the Italian company Surbo Terminal Srl and allowed her release. However, they decided to berth her in Albania to avoid the risk of another arrest, although debts have been reduced by 90%. In Albania such risk is smaller and her arrest would be unfavourable to credit holders, as at the ensuing auction local shipowners could buy the ferry for a price well below the amount owed. Moreover, Surbo Terminal is willing to pay up the debt and to further operate Veronica Line which, despite her age, complies with the Solas and Stockholm Agreement regulations and can sail till 2015" declared Anacleto Ippati, boss of the ship's agent in Brindisi, Prosperity.

"There has been no stranding whatever, nor could it have happened as Veronica Line is weeks long berthed empty in Vlorë. Simply, the owners went to the port to check the strengthening of the moorings because of bad weather forecasts. Besides, the stop in Vlorë arises from the tiny throughput in low season while two other ships are sailing between Brindisi and Albania [i.e., ferries Red Star I of Red Star Ferries and Ionian Spirit of Agoudimos Lines]. Thus it is possible that the ship resumes sailing for the Christmas holidays peak" said Giosué Agrillo, head of Naples-based Alemar Srl, technical manager of Veronica Line.

Even if the above statements are true, in the words of Paola Barretta, lawyer of the company Fratelli Barretta, concessionaire in Brindisi of the towage services, it is no less true that someone there is still claiming unpaid amounts.

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"We had the ship arrested in June because of unpaid port services. In August, after Surbo Terminal settled the claimed amount of 50,000 euros, the ship was allowed to leave. However, currently the company Barretta has a credit of 15,000 euros for port services and is evaluating possible moves to safeguard its interests."

The local Port Authority did not make clear its stance. The shipowners could obviously unravel the matter, but here things get more entangled. The most authoritative databases report that property shifted in August from Surbo Terminal to a 'group beneficial owner unknown' while the 'registered owner' would be Marshall Islands-based Veronica Lines SA. Furthermore, though all above-mentioned parties acknowledge Surbo Terminal Srl among the owners, the latter is listed neither in the Yellow Pages nor in the telephone directory. Formerly, 40% of its shares belonged to Giovinazzo Terminal, a company connected with the Ravenna-based logistics operator Lugo Terminal SpA, and the remaining 60% to the Casarano (Lecce)-based road hauler Trasporti Fratelli Primicieri, whose stakeholders are Ezio and Sonia Primicieri.

In December 2009, however, the 40% stake went to Salvatore Primicieri and the 60% one to Osvaldo Primicieri. The (unsigned) note by Trasporti Fratelli Primicieri, stating that "the company has no more stakes in Surbo Terminal", is therefore correct.

Nevertheless, when we tried to get in touch by phone with either Osvaldo or Salvatore Primicieri at Trasporti Fratelli Primicieri, the answer was "they're not at the office". Were they, perhaps, in Vlorë, strengthening Veronica Line's moorings? **Source : ship2shore - Andrea Moizo**



Above seen the 1995 built BHS flag vehicle carrier **HOEGH TROOPER** entering Valletta for the first time yesterday, Thursday 25th November 2010.

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



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Dry bulk market still going strong this week, capesize sector losing steam

The dry bulk market kept its upward momentum yesterday, with the industry's benchmark, the Baltic Dry Index (BDI) gaining a further 0.64% to end the session to 2,213 points, still way off its year-highs of more than 4,200 points. But, the negative news –if one could assume them as such – was the slight decline of the capesize segment, which lost 1.50% yesterday. On the upside was the Panamax's strong gains of 3.88%, which comes to show that last week's downfall was a bit too much.

According to Fearnley's latest weekly report, there is indeed a little more positive sentiment in the Panamax market this week in both hemispheres, as some new enquiries in the Atlantic pushed rates a tick up. "Pacific had a more slow beginning but increased somewhat from midweek, 3/5 months period redel w/w fixed at usd 20k. Transatlantic r/v arnd 17-18k

level while Pacific 16.5k-17k. Fronthaul pending around usd 25-26k while backhaul remain poor if finding cargoes at all at 10k level. Might be we face an end of year effect in the market with charterers selling out their stocks, which can be positive on short term, while the long picture is more uncertain" said the shipbroker. As for the capesize sector it stated that it's a very quiet week, with mostly repeat business, rate wise, until yesterday when levels were sliding. "The absence of Vale on the front haul leg has effectively prompted the slide. There have been some tight Atlantic positions where vessels have commanded premiums but, this has been for North Atlantic loading and very prompt positions. On the period side, there has been some activity with a good unit fixed at usd 30k daily. Spot coal has also been concluded but the volumes have not been enough to move the market. All in all a colorless week" concluded Fearnley's.

Meanwhile, in a separate analysis released earlier in the week, Commodore Research & Consultancy mentioned that the last five weeks of declining Chinese steel stockpiles have shown that steel demand remains firm. "Chinese crude steel output reached a 2010 low of 47.95 million tons in September, a decline of 3.69mt (-7%) from 51.64mt produced in August. Prior to September's output, crude steel production had been averaging 53.56mt per month. Steel output rebounded in October and totaled 50.30mt – but electricity restrictions on steel mills remain in place and continue to limit production. Chinese steel stockpiles continue to be destocked to make up for restricted output however. Just five weeks ago, Chinese flat and construction steel stockpiles totaled about 15.5 million tons. Since that time, however, stockpiles have decreased by 1.9mt (-12%) as end users have continued to consume a moderate amount of the steel for construction purposes. The 13.6mt of flat and construction steel currently stockpiled in China is the lowest level of construction steel stockpiled in China since January. We expect Chinese crude steel production will remain at similar levels for the remainder of the year and stockpiles will likely be destocked a bit more. For now, steel demand in China remains firm" said Commodore. The other major issue affecting the state of the dry bulk freight market is India's Karnataka iron ore export ban, which was extended late last week by court order for a period of another six months. The ban has been in place since late July and came as a result of illegal mining and raiting. "The ban has resulted in Chinese ore buyers importing more of their ore from Australia and Brazil. These cargoes are primarily shipped on capesize vessels; ore from India is primarily shipped on panamax and supramax vessels. With approximately 25% of India's iron ore mined in Karnataka, the Karnataka iron ore export has resulted in a significant decline in Indian ore exports. Indian iron ore exports to China (almost all of India's exported ore goes to China) totaled about 4.75 million tons in September, the lowest amount since November 2008. Indian iron ore exports have decreased steadily since the ban was put in place. Going forward, the export ban will continue to cause China to source a large amount of its iron ore from Australia and Brazil" said Commodore. Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

Maritime Industry Facing Acute Shortage Of Skilled Manpower

The shipping and port sector is facing an acute shortage of skilled manpower and, if nothing is done to address the problem, the maritime sectors could suffer sluggish operations. Chairman, Working Committee, Asean Port Association (APA) Datuk Abdul Rahim Abdul Aziz said both sectors were experiencing a 50 per cent shortage in talent personnel

especially nautical officers and maritime engineers. He said the shortage was currently being met by foreign personnel and future port operations would be jeopardised if the shortage was not overcome quickly.

The association is suggesting that port operators seriously train their own staff in port operations and management. "A cadet officer can be trained to become a captain and this process can take about eight years," he told reporters after opening a leadership development programme for port officers, organised by Penang Port Sdn Bhd, here Wednesday. Abdul Rahim said port management courses were being offered by the Melaka-based Malaysian Maritime Academy which churns out 200 graduates each year in the maritime industry. **Source: Bernama**



The 1986 built Russian flagged 24.105 dwt Bulker **Grigoriy Aleksandrov** (IMO 8610215)
Seen on 23rd November 2010 departing Leith bound for St Petersburg

Photo : Iain McGeachy ©

Wrecked yacht hull ready for transportation

The Sevmash-constructed hull of a mega-yacht that ran aground outside Norway earlier this month has been saved. The hull will soon be transported to Germany on a barge. The hull of a mega-yacht constructed at the Sevmash shipyard outside Arkhangelsk tore away during tugging to Germany and ran ashore in Vesterålen, Northern Norway, BarentsObserver reported in the beginning of November.



The hull was being tugged to Hamburg for completion, after which its price would reach some NOK 300 million (€36.7 million). The buyer remains unknown. According to the Severodvinsk newspaper Korabelnaya Storona, the yacht is called "**Graceful**".

Photo : Eide Marine Services

A few days after the accident the hull was tugged to shore in Alsvåg in Nordland County where inspectors found that the hull was too damaged to be repaired at the local ship repair yard. It was decided to transport the hull to its original port of destination, newspaper Harstad Tidende writes.

The hull has now been placed on a barge and is ready for departure for Hamburg. Construction of hulls for luxury yachts is one of the fields where Sevmash is trying to get a foothold besides the comprehensive military production the shipyard is known for. The hull was launched at Sevmash only one week before the accident. **Source : BarentsObserver**

Dutch firm to pull out ship

Dutch firm Smit Salvage has been engaged to pull the damaged **Tiger Spring** from the riverbed at the narrow Hooghly Point stretch and salvage the containers the ship is carrying. The Rotterdam-based company specialises in maritime rescue work. **Green Valley**, the other ship involved in the collision, has been taken to Diamond Harbour.



Shipping industry experts said the containers aboard **Tiger Spring** needed to be evacuated before the vessel can be taken to a port. The experts said a crane mounted on a vessel would be needed to empty **Tiger Spring** but it would be difficult because the strong current at Hooghly Point would make anchoring of such vessels difficult.

M.L. Meena, the Calcutta Port Trust chairman, said the owner of **Tiger Spring** had taken the responsibility of rescuing the ship, which had drifted from its designated course because of a locked steering wheel. But some port officials today did not rule

out "human error". "It is unclear how the two ships came so close. They should not have even tried to pass each other in that narrow stretch," a veteran captain said. Ships are fitted with automatic identifying systems, which can not only locate other ships within a range of 40km to 50km but also show details such as vessel size and destination. Ships are also equipped with high-frequency systems that allow pilots to communicate with each other.

"It is obvious that both ships knew about their precise locations and should have avoided crossing each other at Hooghly Point," another pilot said. Source : The Telegraph



U.S. Sends Aircraft Carrier to Korean Waters



The U.S. Navy's nuclear-powered aircraft carrier **George Washington** set off for the volatile waters west of the Korean peninsula Nov. 24 to join a naval readiness exercise with South Korean forces, the Combined Forces Command (CFC) here announced, in an apparent show of strength against North Korea, which shelled an island of the South, killing two marines and two other civilians a day ago.

The U.S. Navy's aircraft carrier **George Washington** set off for the Korean peninsula Nov. 24 to join a naval readiness exercise with South Korean forces.

Fifteen other troops and four civilians were wounded during the attack, one of the most serious provocations by the communist regime since the 1950-53 Korean War. The

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participation of the U.S. aircraft carrier strike group, which includes 75 aircraft and 6,000 sailors, was agreed upon by U.S. and South Korean leaders, according to the presidential offices in both countries.

President Barack Obama talked with his South Korean counterpart, Lee Myung-bak, for 30 minutes by phone and decided to dispatch the 97,000-ton aircraft carrier from the U.S. 7th Fleet, according to the White House. The carrier strike group left its home base in Yokosuka, Japan, for the West Sea to take part in drills Nov. 28-Dec.1. "The United States stands shoulder to shoulder with our close friend and ally," Obama told Lee, according to a White House statement.

The CFC, led by Gen. Walter Sharp, issued a statement announcing the naval exercise is "defensive in nature."

"While planned well before the unprovoked artillery attack, it demonstrates the strength of the ROK (Republic of Korea)-U.S. alliance and our commitment to regional stability through deterrence. It is also designed to improve our military interoperability," said the statement. Along with the [George Washington](#) and its embarked carrier air wing, the statement said U.S. Navy ships scheduled to participate include the guided-missile cruiser [Cowpens](#) and the guided-missile destroyers [Stethem](#), [Fitzgerald](#) and [Lassen](#).

"The U.S. and ROK forces will conduct air defense and surface warfare readiness training," the statement said.

CFC public affairs official Kim Yong-kyu said the U.S. government had notified China of the exercise plan. China has been opposed to U.S.-ROK joint maneuvers in the West Sea, or Yellow Sea, most of which it considers to be its territory.

Seoul's Joint Chiefs of Staff said the ROK Navy will deploy destroyers, corvettes, frigates, support ships and anti-submarine aircraft without specifying how many troops or what type of ships would be involved in the four-day exercise.

South Korean and U.S. officials said next week's exercise is one in a series of drills announced in July in response to the sinking of the ROK Navy's corvette [Cheonan](#) in March. The ship was sunk by a torpedo fired from a North Korean submarine, a Seoul-led multinational team of investigators claims.

In July, about 8,000 U.S. and South Korean forces, 20 ships and submarines and 200 aircraft took part in the ["Invincible Spirit" exercise](#), the first of a series of war games held in response to the [Cheonan](#) sinking. "We call upon North Korea to stop these unprovoked attacks and fully abide by the terms of the Armistice Agreement," said Sharp, who concurrently serves as commander of the United Nations Command (UNC) and U.S. Forces Korea, in a separate statement. "These actions are threatening the peace and stability of the entire region."

The UNC will investigate the incident as part of its responsibility to maintain the Armistice Agreement and will determine any violations, he said, calling for holding of general officer-level talks with the North Korean People's Army in order to initiate an exchange of information and de-escalate the situation. On Nov. 23, the North's artillery unit fired about 170 shells toward Yeonpyeong Island just south of the Northern Limit Line (NLL), the de facto sea border between the two Koreas, Seoul's Ministry of National Defense confirmed.

The North is believed to have fired shells from an unidentified number of 122mm rocket launchers and 76.2mm coastal artillery guns at resident areas as well as the base of a South Korean marine brigade, Defense Minister Kim Tae-young testified during a parliamentary session. He called the attacks premeditated.

Of the 170 shells fired, some 80 rounds hit the island while 90 others landed offshore, Kim said. The South returned fire, launching 80 150mm shells from four K9 self-propelled guns toward North Korean artillery bases in Mudo and Gaemeri. The North Korean casualties have yet to be reported.

Before the shelling, five MiG-23 fighters of the North Korean Air Force were patrolling near the NLL, while its Navy was readying ground-to-ship missiles and warships, the defense minister said. "Taking various situations into account, the attack was believed to have been previously planned in a careful and measured way," he said.

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The minister said the ulterior motives behind the attacks include a response to the South Korea's ongoing "Hoguk" field training exercise and efforts by North Korean leader Kim Jong-il to ensure the succession of his youngest son, Jong-un.

"I'm paying attention to the fact that the North launched the attacks following its revelations of a new uranium enrichment plant Nov. 12," Kim said. "The regime may be trying to build Jong-un's reputation in order to help seize tight control of its people." The CFC raised its Watch Condition to level two, which denoted vital indications of a security threat, he noted. **Source : defenseNews**

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The September 2010 delivered **ARKOW MEADOW** seen approaching the IJmuiden locks enroute Amsterdam
Photo : Marcel Coster ©

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NAVY NEWS



The future **USS Arlington (LPD 24)** was launched Nov. 23 from Northrop Grumman Shipbuilding's Pascagoula shipyard, marking a key milestone in the ship's construction process. Arlington honors the 184 victims who died when American Airlines Flight 77 crashed into the Pentagon Sept. 11, 2001, as well as the first responders from the county.

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New Qatar shipyard gets order for 19 modern tugs



Left : An aerial view of the Erhama Bin Jabir Al-Jalahma Shipyard at Ras Laffan.

The \$2.8bn state-of-the-art shipyard was inaugurated by HH the Emir Sheikh Hamad bin Khalifa Al-Thani. 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 various configurations for offshore production, storage and off loading. It is also capable of

constructing a variety of ships up to 120m in length, including commercial vessels such as tugs, offshore supply vessels, coastal tankers, ferries, naval and coastguard vessels, and superyachts



The **Erhama Bin Jabir Al-Jalahma Shipyard** has already received confirmed orders for some 19 modern tug boats for the Mesaieed Port, HE the Deputy Premier Abdullah bin Hamad al-Attiyah has said. "We expect more such orders this year and in 2011," al-Attiyah said after the inauguration of the \$2.8bn world-scale facility at Ras Laffan. At full design capacity within two years, the shipyard will employ more than 10,000 workers, providing 'immense opportunities' to young and qualified Qataris. Last week's formal inauguration included Phases 1, 2 & 4 of the shipyard. Phases 3, 5 and 6 will be completed within two years during which the facility would have the capability to handle up to 150 ships a year. Al-Attiyah said the shipyard combined world-class facilities with outstanding international partners, which will establish Qatar as an 'internationally recognised centre of excellence' in shipbuilding, repair and conversion, with additional capabilities for industrial fabrication and construction. "We have carefully chosen our partners – Keppel and Damen - because of proven expertise in their fields of activity. We are happy to have them onboard," al-Attiyah said. The shipyard inauguration, he said, is a 'significant accomplishment' for Nakilat and an 'important development' for 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 realisation of HH the Emir's vision for Qatar's economic development and for the ongoing prosperity of its citizens," al-Attiyah said. Nakilat managing director Mohamed 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 Qatar, and an excellent foundation for Nakilat to establish 'centres of excellence' with its joint venture partners." Nakilat has partnered with Singapore-based **Keppel Offshore & Marine** and **Damen Shipyards Group (Netherlands)** to operate the new shipyard.

Newport News and Ingalls shipbuilding names set for revival

Northrop Grumman continues its preparations for a spin off of its shipbuilding operations to its shareholders. According to an SEC filing today by New Ships, Inc., an entity set up by Northrop Grumman as part of the process, the spun-off shipbuilding business would operate as Huntington Ingalls Industries, Inc.

Collis P. Huntington founded Newport News Shipbuilding in 1886 and Ingalls Shipbuilding was established in 1938 by the Ingalls Iron Works of Birmingham, Alabama, a company founded by the Ingalls family with Robert I. Ingalls, Sr. at the helm.

Under the Huntington Ingalls banner, the two Northrop Grumman shipbuilding divisions would go back to the historic names of Newport News Shipbuilding and Ingalls Shipbuilding. Given that Northrop Grumman is trying to close down the Avondale yard as quickly as it can, it's no surprise that there are no plans to revive that historic name. **Source :** [MarineLog](#)

Vietnam PM: govt at fault in shipbuilder's failure

Vietnam's prime minister on Wednesday acknowledged that poor government oversight was partly to blame for a scandal involving a state-owned shipbuilding conglomerate that teetered on the edge of bankruptcy earlier this year. Prime Minister Nguyen Tan Dung said in televised testimony before the rubberstamp National Assembly that some of the problems that struck Vietnam Shipbuilding Industry Group, or Vinashin, stemmed from the global recession, which forced foreign clients to cancel \$10 billion of \$12 billion in ship orders.

But the main cause of the problem was intentional wrongdoing on the part of company executives, which included the falsification of financial reports and the company's runaway expansion, which left it with large debts estimated at \$4.5 billion (86 t rillion d ong) or a bout 4.5 p ercent o f t he c ountry's g ross d omestic p roduct la st y ear. Dung a lso acknowledged that loose government oversight failed to uncover the problems and address them in a timely manner. "As head of government, I take responsibility for the above-mentioned weaknesses of the government," Dung told the assembly, which is dominated by members of the ruling Communist Party. "The prime minister, deputy prime ministers and relevant ministers are conducting self-criticism to clarify their responsibility, and the results will be made public." While it is not unheard of for the prime minister to acknowledge mistakes, his admission came after several deputies pressed him to take personal responsibility in the case.

Established in 1996, Vinashin was touted as an example of the ruling Communist Party's success in liberalizing Vietnam's economy and opening up to foreign investment. Overseas clients queued up to order ships from the company and it aimed to become one of the world's top shipbuilders while also running businesses from animal feed production to tourist resorts. But as the company expanded _ accumulating 289 affiliate businesses _ it amassed large debts, including \$750 million in international bonds guaranteed by the government. Seven senior executives, including chairman Pham Thanh Binh, have been arrested since August for alleged mismanagement after Vinashin's financial problems became public. Dung said he has approved a restructuring plan for the troubled shipbuilder that will reduce the group's affiliates to 43 over the next two years and will focus only on shipbuilding, support industries related to shipbuilding and training of workers for the industry. Some 30 affiliates have already been transferred to other state companies, including PetroVietnam and Vietnam Shipping Lines. The government has said the group may turn profitable in two years. Dung admitted that implementing the plan was "very difficult, but it's feasible and promising." The shipbuilding scandal has been at the center of testimony over the past three days. Six ministers and two deputy prime ministers also testified. In a bold move earlier this month, a lawmaker called on the National Assembly to set up a commission to investigate whether any Cabinet members were responsible for the company's losses. The demand was rejected; the Communist-dominated body has never called for an investigation of the government. However, it has become increasingly vocal about the government's performance. **Source: Associated Press**

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Zvezda Shipyard to build oil skimmers for Rosnefteflot

Bolshoi Kamen-based Far East Plant 'Zvezda' (Primorsky Region) is going to lay on November 26 two oil skimmers of project R2010. The vessels were ordered by LLC Neftepromleasing for CJSC Rosnefteflot. The ships will be operated in the Primorsky Territory for removal of oil spills, the regional administration press service said.

Zvezda shipbuilding plant was chosen to become a basis for a Russian - S.Korea JV, the largest shipyard in the Far East for building large-tonnage ships of up to 300,000 tons.

Rosnefteflot (a subsidiary of Rosneft and the SCF Group) has successfully operated on Russian market since 1998. Today, JSC Rosnefteflot manages a fleet of 25 multipurpose vessels and operated by its regional branches: Nakhodka, Kholmsk, Murmansk, Yuzhno-Sakhalinsk, etc. The fleet meets the technical, operational performance and environmental safety requirements. Rosnefteflot operates at the port of Murmansk the 360,000dwt [Belokamenka](#) tanker, the country's largest floating storage and offloading vessel (FSO). Source : PortNews



The DAMEN built [SEA AXE 5009 IV](#) seen passing the Breddiep - Photo : Cees de Bijl ©

USC gets a 50% stake in Aker's shipyard

State-owned United Shipbuilding Corporation (USC, Russia) has acquired a 50-percent stake in Aker Helsinki Shipyard oy (Helsinki, Finland), PortNews reports citing a source in the Aker Group. USC closed the deal recently, and at the time of the transaction the Aker's shipbuilding asset cost 300 million euros. The shipyard is capable of building ships of

ice class of any complexity, including the powerful icebreakers. The source declined to unveil the price USC paid for the stake in Finnish shipyard.

USC press service has confirmed with PortNews the deal information but declined to comment until the announcement of the results of a tender, announced by Sovcomflot, for ice-class ships contract. As USC said the deal is aimed at meeting the needs of primarily Sovcomflot, as well as other Russian shipping companies that plan to place orders for the construction of high-tech ice-class vessels. A spokesman to Aker Group added that under the deal with USC, the Russian Corp. is receiving soon a 20.4% stake in the design office Aker Arctic Technology Inc. The design institute has a unique experimental basin, where ice-class vessels are passing tests.

As PortNews has reported recently, Sovkomflot President & CEO Sergey Frank announced the shipping company was considering an order for two diesel-electric icebreakers for operations in the Sakhalin-2 project at a Finland shipyard.

FESCO Transport Group has also announced plans to upgrade the Arctic fleet. As FESCO President Sergey Generalov noted in an interview with PortNews the United Shipbuilding Corporation was able to meet the needs of the company he managed. "So we are working on our shipbuilding program, first of all, through our partnership with USC in terms of construction of multipurpose Arctic vessels. We are going to make decision in 2011-2012," said Sergei Generalov.

Source : PortNews

Neptun to build four more Viking cruise ships

Options placed on 23 November with Germany's Meyer subsidiary Neptun Werft for four more luxury inland cruise ships for Viking River Cruises will "shortly" be converted, a spokesman told The Motorship.



Meyer's Peter Hackmann said the options "are due to be converted into firm orders shortly". They were announced at the keel-laying of the 135 m long, 11.45 m wide **Viking Prestige** in Rostock and will, according to Hackmann, bring to five the

number of cruise ships being built by Neptun for the Swiss owner up to 2012. Viking Prestige, the first Neptun ship for Viking, is for delivery in June next year.

Meyer Werft head Bernard Meyer was quoted as saying the latest order was worth more than €100 m but no technical details of the new ships were initially revealed. Hackmann said they would be announced next year. However a statement said the four new ships were "a logical further development of our already successful newbuilding concept" and Torsten Hagen, chairman of Basle-based Viking Cruises said they would be "capable of flexible operation on the Rhine, Main, Mosel and Danube".

That indicated they will not differ greatly from the 188 passenger, 1.65m draught, Diesel-electric **Viking Prestige**, which is also being built for operation on those rivers and on Dutch waterways. Source : The Motorship

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The **KOTA NILAM** seen arriving in Dar-es-Salaam – Photo : Anton Klaassen ©

Safmarine profit hits US\$186 million in the first 9 months

Safmarine, an AP Moller-Maersk unit specialising in north-south routes, announced a net profit of US\$186 million drawn on a revenue over \$2.4 billion in the first nine months of the year. As this was the first time Safmarine has reported financial results, no comparative year-on-year figures were made available. But compared with its parent's container division, the carrier only made 7.75 US cents on every dollar earned, which was lower than its holding company's 17.7 cent rate, reported London's Containerisation International. AP Moller-Maersk recorded a net profit of \$2.25 billion with \$19.5 billion revenue in the same period. This reflects the fact that the east-west trade is the most profitable sector for most carriers and the size is much bigger than the vertical one. But as a carrier mainly provides north-south services, Safmarine's financial ratios last year were better than Maersk Line's, implying north-south trade experiences less fluctuation. Overall, Safmarine carried 606,478 FEU in the first nine months of the year compared to Maersk's 4,793,522 FEU in the same period. **Source: schednet**

Nanjing Tanker takes delivery of two VLCCs

CSC Nanjing Tanker Corporation (NTC) took delivery of a pair of 300,000 dwt tankers "**Changjiang Zhi Rong**" and "**Changjiang Zhi Jin**" from Bohai Shipbuilding Heavy Industry and Dalian Shipbuilding Industry last week. The new deliveries bring NTC's VLCC fleet to eight vessels. The company is accelerating the construction of its VLCC fleet and aims to 18 large tankers by the end of 2012. **Source:** [seatrade-asia](#)

Black Sea tanker rates rise on weather disruptions

Black Sea crude oil tanker rates stayed firm on Monday as weather related delays in the Turkish Straits tightened tanker availability raising the cost of transporting cargoes. In previous years, winter weather has regularly shut the Bosphorus and Dardanelle shipping lanes, suspending, for days at a time, the only navigable waterway linking Russia's vital Black Sea oil ports to the wider world. There have been growing delays in recent days due to heavy fog.

'Black Sea rates have improved as delays in the Turkish Straits have increased and early positions are hard to come by,' broker PF Bassoe said. 'Owners have taken full advantage of the situation and rates have firmed up.' Aframax tankers, which can carry up to 700,000 barrels of crude oil, in particular normally transport crude oil through the Black Sea to the Mediterranean.

Larger suezmax tankers, which can carry up to one million barrels of crude oil, are also used on this route. Rates for suezmax tankers on the Black Sea to Med route rose to US\$36,557 a day from US\$31,169 a day last week. 'Suezmax owners benefited from delays in the Turkish Straits, which helped give Mediterranean rates a healthy bump, we suggest,' Cantor Fitzgerald said.

Cross Mediterranean aframax tanker rates were at US\$8,038 a day on Monday, from US\$475 a day last week. 'For the aframax market, a flurry of cargoes at the end of the week, coupled with the Bosphorus delays, saw rates jump,' SSY said. The delays were expected to help boost support differentials for Black Sea oil grades. The world's benchmark Very Large Crude Carrier (VLCC) export route from the Middle East Gulf to Japan rose to US\$30,503 a day, from US\$19,786 a day last week. **Source :** [Reuters](#)



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Saab Receives Order for Coastal Surveillance System in India

Defence and security company Saab has received an order from the Indian Maritime Authority, DGLL (Directorate General of Lighthouses and Lightships) for supply of a system for coastal surveillance for the entire Indian coast. The order is worth approximately 116 MSEK. The system that DGLL ordered comprises sensors to be installed along the Indian coast and equipment for regional and national control centers. Users of the system apart from DGLL will be the Indian navy, Coast Guard and DG Shipping.

Saab will implement the project which includes installation, commissioning, training and support together with their Indian partner, Elcome Marine Services. The project will start immediately and will be completed within 18 months.

Our opinion is that Saab with this strategic order, which contains future options, will be able to develop further business in India within the marine domain. "Our systems for monitoring sea traffic have been installed on several of the coasts in the world and also along inland waterways in Europe and in China. With this order we are strengthening our position further," says Gunilla Fransson, head of Saab's business area Security and Defense Solutions.

"It is equally satisfying that we now deepen and enhance our relation with India. This project along with the co-operations we already have makes India an important long term market for Saab."

Saab serves the global market with world-leading products, services and solutions ranging from military defence to civil security. Saab has operations and employees on all continents and constantly develops, adopts and improves new technology to meet customers' changing needs. **Source : Saabgroup**



The **E WHALE** seen anchored off Cape Town, the oil-ore carrier commenced her maiden voyage on October 29, 2010 and Cape Town must be one of her first ports of call.

Gross tonnage 172.146 - Deadweight tonnage 319.869 - **Photo : Ian Shiffman ©**

Toremar to renovates two ferries

Liburna and **Planasia** are going Fincantieri's Palermo to fit the Stockholm Agreement rules. After making up for the average of the hydrofoil Fabricia by chartering-in catamaran Airone from Alilauro, Capt. Angelo Roma – chief executive of Toremar, the regional ferry operator once a subsidiary of public company Tirrenia and now owned by the Tuscany Region – has solved also the daedal bundle of technical problems and timings for the adaptation works to ro-paxes **Liburna** and **Planasia** planned to fit them with the Stockholm Agreement's new rules.

"As soon as I took the helm last March, I checked with the Coast Guard that the ships can sail as they are till 2015. Therefore, I tried to delay the works already financed and signed up with the public yards Fincantieri in Palermo because **Liburna** and **Planasia** should have docked during the summer season and we had no money to substitute them. Eventually Fincantieri, though understandably 'hungry' for works given the current trend, agreed to postpone their docking by end March" says Roma.



Toremar's **PLANASIA** seen moored at Pianosa Island (Italy) in July 2005 – Photo : Piet Sinke

A nice outcome, even if mitigated by a warning that Roma himself gives, this time knotted with the ongoing privatisation process: "After the bulges are added, these ferries will be slower and no more competitive on trades like the one to the Capraia Island. I hope that by then Toremar will be owned by someone able to replace ships in repair or no more fit" he remarks, adding that the Region should send invitation letters to the 11 would-be bidders within some weeks. "By now it's almost certain that the credit Toremar claims from Tirrenia has got irrecoverable. To the extent that the government doesn't guarantee it, it would only be appropriate and reasonable for the Tuscany Region to be the underwriter" concludes Roma. Source : ship2shore.it

Your Boat Between Bali and Nusa Penida

As reported by Balidiscovery.com the RoRo ferry service operating between the Bali ports of Kusamba and Nusa Penida was interrupted when the ship, **Nusa Jaya Abadi**, departed for Surabaya to undergo an annual docking on November 13, 2010.

As a result, the large number of passengers travelling between Bali and the nearby island of Nusa Penida have been forced to use local boats which are often dangerously overloaded. Fortunately, the promised replacement vessel redeployed from Ternate has now arrived in Bali and commenced service on Friday, November 19, 2010.

Bali Post reports that the replacement vessel is being allowed to run two round trips each day when, in fact, repeated requests from the **Nusa Jaya Abadi** to increase its daily frequency from one to two were always rejected, claiming two trips would constitute too much competition for local boat operators in Padang Bai.

The replacement vessel departs Bali at 6:00 am and 11:00 am every day. The ship has a reduced capacity in comparison with the **Nusa Jaya Abadi**. The replacement ship is capable of carrying only 12 vehicles and 60 passengers. Due to these capacity issues, port authorities are giving first priority to trucks carrying basic goods and supplies from Bali to Nusa Penida.

The **Nusa Jaya Abadi** will remain in dock in Surabaya until December 3, 2010, when it is scheduled to return to service between Kusama and Nusa Penida. Source : balidiscovery.com

Container lines eye transpacific rate hikes of \$400-\$600/feu next year

Fifteen of the world's largest container lines plan to seek rate hikes of US\$400 per feu on eastbound transpacific trades to US west coast ports from next May. Member shipping lines in the Transpacific Stabilisation Agreement (TSA) claimed the early end to this year's peak season had left the trade "lagging, relative to other Asia container markets, while operating costs continue to rise".

The TSA's voluntary guideline contract recommendations for new contracts, most taking effect from 1 May, also call for a rate increase of \$600/feu on all other destinations, full recovery costs of other equipment sizes and stricter collection of fuel charges as well as Panama Canal, Alameda Corridor and other fixed access charges.

The TSA also recommended a peak-season surcharge of \$400/feu from 15 June through to 30 November 2011– "dates subject to adjustment based on changing market conditions".

Despite sizeable profits recorded by most members in 2010, the TSA claim further revenue recovery is needed to restore liner financial stability. The TSA's Chairman, Hanjin Shipping CEO YM Kim, said: "Carriers have experienced solid revenue growth across their networks in 2010, but two strong quarters in the transpacific – a highly competitive freight market with very thin margins – still do not fully offset two years of heavy losses.

"We said last year that we would not seek to recover all our losses in one year." The lines are predicting cargo growth of 6% to 9% from Asia to the US in 2011. "Maintaining a stable infrastructure for the movement of goods is no less important today than in past years, and that will take sustained levels of carrier investment over time," said Kim.

Source: ifw-net.com

Sovkomflot says its fleet workload on good level

The rate of chartered Sovcomflot's fleet tankers is at quite a good level, Sovcomflot President & CEO Sergey Frank said during his lecture at Graduate School of Management of St. Petersburg State University, PortNews correspondent reported.

"It is permissible for us when only 4 ships a day do not have a fixed tonnage (not busy). It is a very good indicator for the shipping industry", the head of Sovkomflot was quoted as saying. Sergey Frank noted that in the SCF's structure of charters 53.7% are long-term time-charter contracts. The share of spot charters is only 32.6%. "Our objective – to never have an open position in spot charters more than 50% of the fleet. It has helped us survive the crisis," added Sovcomflot President.

St. Petersburg-based Sovcomflot (Modern Commercial Fleet, JSC SCF) is Russia's largest shipping company, one of the world's leading energy carriers. SCF ranks among five top tanker companies in the world. The Group's fleet of 146 vessels has a total deadweight of over 10 million tons, 10 newbuildings of total 800,000DWT. The average age of the tanker fleet vessels is about 7 years.

The SCF's tankers were built at shipyards of Russia, Japan, Germany, the Republic of Korea and Croatia under the supervision and in accordance with the requirements of leading international classification societies. SCF specializes in transportation of hydrocarbons from areas with difficult ice conditions (the Baltic region, the Far East region, the Russian Arctic). Source : PortNews

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Odfjell sells ship for recycling



Odfjell has agreed to sell the MT **Bow Panther** (40,263 DWT/built 1986), a parcel tanker with coated tanks, for recycling in India. The vessel will obtain Green Passport prior to delivery and Buyers undertake that the recycling yard shall submit a working plan corresponding to IMO guidelines for ship recycling. The sales price will give a loss of about USD 2 million. **Source: Odfjell**

Shanghai container throughput up 8.1 percent to 2.35 million TEUs in October

Shanghai's container throughput continued to show strong momentum and the city remained the world's busiest port for the third straight month since overtaking Singapore in August, reported the Shanghai Daily. Throughput of containers was up 8.1 percent from a year ago to 2.35 million TEUs in October, a head of Singapore's 2.31 million TEUs, the Shanghai Statistics Bureau and the city's immigration office said in a joint statement.

Shanghai port handled 33.5 million tonnes of dry bulk goods in October, a seven percent jump from the same period last year. Waigaoqiao Port handled 1.17 million TEUs while turnover at Yangshan Deep Water Port was 835,100 TEUs. The city already became the largest port for dry bulk goods in 2008 with a 369-million tonne throughput. Waigaoqiao and Yangshan are the two major container ports in the city, which also boasts several other minor dry bulk good ports. Collective throughput of containers reached 23.95 million TEUs in the first 10 months of this year, 17 percent higher than that of last year. The State Council last year issued guidelines for Shanghai to become a major international financial center and shipping hub by 2020. The city government launched a commission at the end of last year to unify oversight of the city's major ports, Waigaoqiao and Yangshan, as well as three free-trade zones as part of its efforts to develop an international shipping hub. The commission is also boosting efforts to build Pudong into a region with modern shipping and logistics service. **Source: cargonewsasia**

Hamburg company to invest \$400m in the port of Odessa

A Hamburg-based company intends to invest in the development of the port of Odessa \$400 million. This was announced during a meeting of the first vice-mayor of Odessa Sergey Chernenko with German Ambassador to Ukraine Hans-Jurgen Heimsoeth and the German Consul in Odessa Alexander Kifak, Glavred agency reports. Details of the port project were not specified. State-owned Odessa Commercial Sea Port is one of the largest ports of the Black Sea-Azov Basin. The OCSP is capable to handle annually over 14 million tons of dry cargo and 14 million tons of liquid bulk cargo. In 2009, the OCSP's cargo throughput shrank by 19% year-over-year, to 28.007 million tons. **Source :** PortNews

.... PHOTO OF THE DAY



After a 3 weeks maintenance period in Willemstad Svitzer's **LONDON** departed again with destination "high seas"

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

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