

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 331



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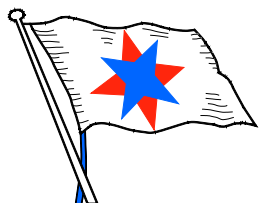
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**Birds eye view from the pilot helicopter of the jack-up NOBLE PIET VAN EDE seen outward bound from Rotterdam at Maaspilot station with as lead tug ITC's TEMPEST, on port wing KOTUG RT MAGIC and on SB wing Alfons Hakans ZEUS**

**Photo's : Marijn van Hoorn**



## IN MEMORIAM



Almost two weeks after the tragic accident of "FAIRPLAY-22" in the Port of Rotterdam on 11th November, we have now the sad certainty that also our Captain

***Lucien de Caluwaert***

lost his life in this incident.

Our thoughts go out to the family of Capt. de Caluwaert and all who had hoped for a miracle for such a long time.  
May Luc rest in peace

Management, staff and all crews of

**FAIRPLAY TOWAGE**

**TRANSPORT & OFF  
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## EVENTS, INCIDENTS & OPERATIONS

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De **ZEETIJGER**, het nieuwste VLOOT vaartuig, liep na nog enkele proeven te Zeebrugge voor de eerste maal haar thuishaven Oostende aan. Het schip werd vandaag opgeleverd door DAMEN Shipyards en zal onder meer ingezet worden voor boeienwerk, ruimen van oliepollutie en Search and Rescue.



## **Ship demolition activity increases by 10.6% during October, but numbers still low to offset looming oversupply**

A total of 83 vessels were scrapped during October with an aggregate capacity of 2,17,061 tons, which represented a monthly increase of 10.6% versus September said Golden Destiny in a report. Among the positive signs was a moderate rebound of dry bulk scrapping, with 15 vessels of a total deadweight tonnage of 815,172 tons leaving the market and being sold for scrap last month. It's an outstanding increase of 200% compared to September. Still, as the shipbroker's report notes, "the volume of bulk carrier's demolition transactions during the year to date is down by 53% in comparison with a similar period of 2009". In terms of reported number of transactions, tankers and liners still hold the lion's share of the market, 27.7% and 25.3% respectively, whereas container's demolition activity is standing at virtual standstill with only 2 units reported for scrap equalling a total deadweight of 54,870 tons. According to Golden Destiny, "in the container sector, as the peak season ends and spot freight rates are on downward trend, liner operators may become eager to send their vessels for scrapping in an attempt to relief the industry from the supply growth and keep the freight rates firm. Overall, the demolition activity during October hovered around almost the same levels of previous month in all vessel sectors except for bulk carriers. However, we remain cautious for the future of bulk carriers' demolition activity as albeit the current slide of the BDI, owners seem not to be willing yet to scrapped their overaged units as long as the demand for the purchase of seconhand units for further trading persists and time charter earnings are above vessel's operating expenses" it said.

In terms of scrap rates, India continues to offer the most competitive rates, \$430/ldt for dry/general cargo and \$465/ldt for wet cargo, with Pakistan and China paying higher prices since the end of September. China is paying \$20/ldt more for dry/general cargo and wet cargo, while Pakistan \$15/ldt for dry/general cargo and wet cargo. "The emerging news of Bangladeshi market with some signs of activity in recent days led breakers in India, Pakistan and China to be more aggressive as the Diwali and Eid festivities came to a close. However, Bangladeshi market is not fully opened as only 16 or 17 of more than 100 shipyards have been granted permission to recommence recycling following a long run dispute by the Bangladesh Environmental Lawyers Association. Furthermore, yards are facing with the challenge of compliance with a list of more than 60 conditions that have been set by Environmental Association otherwise no further permissions will be granted. Furthermore, sources suggesting that vessels beached in Chittagong are not being sold by owners but rather by cash buyers who may have purchased them far back before the closure of the market and have waited for Bangladesh to open. The news of Bangladesh's opening undeniably threatens the future of India that will have to compete with the hungry breakers of Chittagong by offering even higher prices once Bangladesh industry is fully opened. During the year to date, India is on the lead by holding around 44% of the total number of units reported for scrap, but it seems almost inevitable that Bangladesh will outpace India's strength in the shiprecycling industry till the end of the year" said the report. Meanwhile, from the beginning of the year, a total of 806 ships of all types and almost 22 million tons have been sold for demolition since the beginning of the year (October included). Tankers and liners have been the dominant force behind these sales, with a share of 28.6% and 24.6% respectively. Bulk carriers and containers are the sectors with the lowest activity recorded since the beginning of the year amid the concerns of oversupply, as the freight market in both sectors remained at healthy levels for the owners throughout 2010. In comparison with a similar period of 2009, the demolition activity is up only by 0.6% and it seems that the almost 6 months of inactivity of the major player "Bangladesh" had a negative impact on the volume of demolition transactions reported after the second quarter of 2010.

"During January to October 2009, 152 vessels reported to have been sent for scrap in Chittagong, which is almost dual of the number of vessels scrapped within 2010. At the end of October 2009, Bangladesh and Pakistan were in the first rankings of the industry, by offering \$300/ldt for dry/general cargo and \$330/ldt for wet cargo, with India to follow. China's activity was at subdued levels by offering only \$260/ldt for dry/general cargo and \$270/ldt for wet cargo. At the end of October 2008, scrap rates were at much firmer levels with Bangladesh paying \$500/ldt for dry/general cargo and \$540/ldt for wet cargo, whereas the demolition activity was down by 74% from today's levels in terms of reported number of demolition transactions with only 206 vessels reported to have been sent for scrapping equalling a total deadweight of almost 6 million of tons" said an earlier analysis from Golden Destiny.

**Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

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The container vessel **MOL Sparkle** arriving at Lyttelton to work containers on her service linking New Zealand and Asian ports. **Source : Alan Calvert ©**

## Busy times for Russian icebreaker fleet

The Russian fleet of nuclear-powered icebreakers makes more money than expected and prepares for new upcoming challenges in the Arctic, leader of Atomflot Vyacheslav Ruksha says in an interview. According to the company leader,



Atomflot has so far this year made 100 million RUB more original plans for the year. The reason is a growing number of activities in Russian Arctic waters. In the course of the year, the icebreakers have accompanied several ships along the Northern Sea Route, assisted researchers in their bids to find the extension of the Russian Arctic shelf, helped out the people operating the Russian drifting research stations, provided goods to remote Arctic settlements and accompanied ships exporting hydrocarbons, Ruksha told MBnews.ru.

The company leader underlines that his fleet will be fully occupied in the years to come. Among the new tasks will be assisting LNG carriers shipping in the area,

as well as shipping operations to the port of Dudinka for the Norilsk Nickel company. Soon, the company will also have to escort tankers shipping oil from the Prirazlomnoye field in the Pechora Sea, Ruksha says.

Atomflot is a state-owned enterprise under the Rosatom company. It operates six nuclear-powered icebreaker, as well as the "**Sevmorput**" nuclear powered container ship. In addition, several service ships are in the company's fleet.

**Source : BarentsObserver**

## Missing Master of “Fairplay-22” has been found

The missing Captain of the tug “**FAIRPLAY-22**” which capsized in Rotterdam on 11th November has yesterday been found on the beach close to Hoek van Holland.

The 46-years-old commenced his sea-career in 1980. Since 1987 he worked permanently as tugboat Captain, first in Antwerp and Zeebrugge as well as on various seagoing tugs. Via the Dutch crewing agency TOS in Rotterdam he took command beginning of this year on “**Fairplay-22**” which was predominantly employed in the Port of Rotterdam, assisting seagoing ships. In the accident also the Polish engineer lost his life. Three crew-members survived the tragic accident. “**Fairplay-22**” was about to assist an inbound English ferry when she capsized. The police investigation has been finalized although still no report about the exact cause of the accident has been issued.

Presently the casualty is being surveyed at a Dutch shipyard by insurance and owners representatives to estimate the possible repair-costs. Fairplay Towage in Hamburg meanwhile stated that the name “Fairplay-22” will never be used again in their fleet of tug-boats. **Source : Fairplay Towage**



The Gas Carrier **St Vincent** seen at Labuan Anchorage, Malaysia

**Photo : Charles-Dauphin Miller [www.pixs-7seas.com](http://www.pixs-7seas.com) ©**

## Plan to suck out ship oil



Calcutta Port Trust authorities are planning to suck out 200 tonnes of furnace oil from **Tiger Spring**, the ship that got damaged after colliding with another vessel on a narrow Hooghly stretch on Tuesday.

A CPT official said today that an oil barge would be sent from Budge Budge to Noorpur near Diamond Harbour, where the ship is stuck. “The chances of an oil spill will increase if the furnace oil is not sucked out,” a CPT official said.

A floating crane was today pressed into service to offload some of the containers on the ship but the efforts failed. CPT officials said the ship was drifting away towards the middle of the river despite being anchored.



## Global Shipping Industry to Raise Rates Altogether

Major shipping companies around the world seem to raise rates for container services in the near term. According to the shipping industry on Wednesday, Hanjin Shipping and Hyundai Merchant Marine (HMM) agreed to hike their fares for container service that connects Asia and North America by \$400 per FEU (Forty-foot Equivalent Units) from next May.

The Transpacific Stabilization Agreement (TSA), a research and discussion forum of major ocean container shipping lines that carry cargo from Asia to the U.S. also decided to charge \$400 higher per FEU for all ships that enter the Asia – North America route. As a result, sea fares for traveling across the Pacific Ocean are expected to go up from near \$2,000 per FEU to \$2,400 next year. However, whether shipping companies will actually lift up the fare rates or not isn't definite yet, because opposition is expected to come from owners of goods. The TSA members include not only South Korea's large shipping companies, Hanjin Shipping and HMM, but also the world's largest Danish Maersk Line, Taiwanese Evergreen Marine and 15 other big global firms. **Source: Maeil Business Newspaper & mk.co.kr**



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## 17th century shipwreck found in Sweden

THE wreck of a ship apparently dating from before 1700 has been discovered in central Stockholm, the Maritime Museum in the Swedish capital said today. The discovery was made by labourers close to the royal place and in front of Stockholm's Grand Hotel during renovation works to a quay.

"The discovery of the wreck is extremely interesting given the place where it was made," said the museum's director Hans-Lennarth Ohlsson. "There was a naval shipyard on this spot until the start of the 17th century," he said. The wreck was not necessarily linked to the yard, however, and archaeologists have been unable to say how long before 1700 it might have sunk. Samples would be sent to Denmark's Copenhagen National Museum in order to be dated as precisely as possible with the results expected by January 2011.

The boat is believed to have come from the east of the Baltic, possibly from Russia. In 1961, the [Vasa](#), a Swedish warship, was salvaged from just outside Stockholm harbour. The ship, which foundered on her maiden voyage in 1628, was largely intact and has since become one of Sweden's most popular tourist attractions. **Source : The Australian**

## Three teenagers found after 50 days drifting in Pacific

Three teenage boys have been rescued after drifting in the Pacific Ocean for 50 days in a small boat, according to news reports. The three, who disappeared from New Zealand's Pacific territory of Tokelau on October 5, were presumed to have drowned after unsuccessful searches by the New Zealand air force. A memorial service was held for them. They were rescued on Wednesday by a New Zealand tuna boat, San Nikunau, which spotted them north-east of Fiji, Radio New Zealand International reported. The ship's first mate, Tai Fredricsen, said, "They were in reasonably good spirits for how long they'd been adrift - for approximately two months. They were very badly sunburnt, but really they just needed basic first aid, which was some creams just to help soothe their burns."

He said the boys were able to drink "which was quite amazing considering how long they were without food for". The Stuff news website said the only food they had was one seagull that they managed to catch and eat raw. The ship, which is on its way back to New Zealand, is expected to leave the boys at the Fiji capital, Suva, on Friday, where they will be checked in hospital. Source : [timeslive.co.za](http://timeslive.co.za)



The **POLARSTERN** seen in Cape Town – Photo : Aad Noorland ©

## Dutch navy nabs pirates, SA hostages still not found

The Dutch navy has arrested 20 suspected Somali pirates who could be behind the abduction of two South African sailors off the east African coast. A group of buccaneers attacked a South African yacht last month. Its skipper Peter Eldridge refused to leave his craft and was later rescued but locals Bruno Pellizari and Deborah Calitz were taken hostage.

Thirteen suspected pirates were arrested on Friday off the coast of Somalia and seven others on Wednesday. The two groups were travelling on speedboats and apparently threw their weapons into the water before being arrested.

Officially the Dutch navy has placed them in detention because there are strong indications they were involved in the attack on the South African yacht. There has been no word from Pellizari and Calitz since the incident. Dutch police are still investigating whether the two groups are part of a larger syndicate. Source : [eyewitnessnews](http://eyewitnessnews)



## EU NAVFOR warships conduct one more escort

Last week, the EU NAVFOR warships **SPS INFANTA CRISTINA** and **BNS LOUISE MARIE** successfully completed the escort of the merchant vessel **PETRA 1**, chartered by the African Union Mission in Somalia (AMISOM).

In the early hours of 18 November, the **MV PETRA 1** safely arrived in Mogadishu (Somalia), escorted by the EU NAVFOR Spanish warship **SPS INFANTA CRISTINA**, which had come from Mombasa (Kenya), after a four day transit.

Once it was clear the area was safe, the **SPS INFANTA CRISTINA** handed over the responsibility of the escort to AMISOM Security Boats. The EU NAVFOR Belgium warship **BNS LOUISE MARIE** then took over the return voyage escort, from Mogadishu back to Mombasa. Earlier in the month on 6 November, **SPS INFANTA CRISTINA** was attacked by the pirated merchant vessel **MV IZUMI**, while escorting the same AMISOM chartered vessel. The attack was however quickly disrupted by the warship and the pirates fled the scene without causing either damage or injury. Since the beginning of the EU NAVFOR Operation, 73 logistics vessels chartered by the AMISOM have been escorted by EU NAVFOR warships, to support the Transitional Federal Government of Somalia. The European Union Member States support the AMISOM in order to improve, in particular, the efficiency of the Somali Police Force and to combat any abuse and serious violations of Human Rights.

EU NAVFOR Somalia – Operation ATALANTA's main tasks are to escort merchant vessels carrying humanitarian aid of the World Food Program (WFP) and vessels of African Union Mission in Somalia (AMISOM). EU NAVFOR also protects vulnerable vessels in the Gulf of Aden and Indian Ocean, deters and disrupts piracy. In addition, EU NAVFOR monitors fishing activity off the coast of Somalia. Source: Eunavfor

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## CASUALTY REPORTING



## Hong Kong-based ship collides with berth in Paradip port

One foreign based ship was severely damaged after colliding with berth during berthing in Paradip port on Wednesday but its 24 Chinese crew members were safe. A Hong Kong based vessel [M.V.Jin Yue](#) after unloading rock phosphate at Paradip port harbor stranded on anchorage area to take cargo from Paradip port. On Wednesday, same ship berthed at port harbour to load 52,000 metric tonnes of iron ore fines to transport to China. During berthing, said ship hit with berth in which ship has been damaged on lower parts of said ship.

After this mishap, crew members became panic and run helter and skelter in different cabin of said vessel to know about the mishap. After few hours, they came to know that said boat hit with port berth causing heavy damage on this ship. "The ship was damaged on many parts and no damage to the crew members. But now we are conducting investigation to know the cause of mishap. The incident had no impact on ship movement to and from port harbour as the collision occurred in one side of this port. -Said senior officer of marine department.

This mishap has occurred while one tug boat pressed into service to berth this foreign ship at port harbour. Due to negligence and lack of supervision, speeding ship collided with concrete berth causing damage on ship. But the anticipation of the captain was wrong and his vessel hit straight on concrete berth.- Said one PPT officer on condition of anonymity. Such type of accident is first in port so locals have urged to conduct an inquiry about this matter. Frequent accident and sinking and fire mishap on ships have not only brought panic among the port employees but has created doubt of the efficiency of PPT administration – said union leader. Meanwhile, PPT authority has pressed one surveyor to ascertain the cause of damage and to see the condition of said ship. After survey, cargo will be loaded on said ship. When contacted, deputy conservator, PPT Mr Gauriprasad Biswal refused to give any comment on this issue because such type of mishap has yet reported to PPT administration. **Source: orissadiary**

## NAVY NEWS

### First Chinese Carrier Nearly Complete



Work is picking up on what appears to be China's first aircraft carrier, the [Shi Lang](#). For eight years now, China has been tinkering with a half finished Russian aircraft carrier. Two years ago, this ex-Russian aircraft carrier, [Varyag](#), was renamed the [Shi Lang](#) (after the Chinese general who took possession of Taiwan in 1681, the first time China ever paid any attention to the island) and given the pennant number 83.

Until last year, progress was slow. But there has been a lot of work lately. Early in 2009, China moved the Shi Lang into dry dock, where work is now obviously underway to install engines and other heavy equipment. A year ago, the radar mast was completed,

and now there is a Chinese radar system being installed. Officially, the Chinese say nothing. But the dockyard workers keep at it, and it's possible to take photos from a distance. It appears that the Shi Lang is a year or so from going to sea.

For a long time, no one was sure exactly what plans the Chinese had for the [Shi Lang](#), although work had been going on for years. It's long been believed that the carrier will eventually be used to train the first generation of Chinese carrier aviators and sailors. Or maybe not. No one who really knows anything about the plans for the [Shi Lang](#), is speaking up. All is observation (from a distance, but good pix are numerous) and speculation.

The [Varyag](#) has been in a Chinese shipyard at Dailan since 2002. For a long time, few visible signs of work were visible; like a new paint job (in the gray shade used by the Chinese navy) and ongoing work on the superstructure (particularly the tall island on the flight deck.) Many workers could be seen on the ship, and material was seen going into (new stuff) and out of (old stuff) of the ship. Shipyard workers report ever tighter security on the carrier, and stern instructions to not report details of what is happening on the ship. The [Varyag](#) is one of the [Kuznetsov class](#) carriers that Russia began building in the 1980s. Originally the Kuznetsovs were to be 90,000 ton, nuclear powered ships, similar to American carriers (complete with steam catapults). Instead, because of the high cost, and the complexity of modern (American style) carriers, the Russians were forced to scale back their plans, and ended up with the 65,000 ton (full load ) ships that lacked steam catapults, and used a ski jump type flight deck instead. Nuclear power was dropped, but the Kuznetsov class was still a formidable design. The 323 meter (thousand foot) long ship normally carries a dozen navalized Su-27s (called Su-33s), 14 Ka-27PL anti-submarine helicopters, two electronic warfare helicopters and two search and rescue helicopters. But the ship can carry up to 36 Su-33s and sixteen helicopters. The ship carries 2,500 tons of aviation fuel, allowing it to generate 500-1,000 aircraft and helicopter sorties. Crew size is 2,500 (or 3,000 with a full aircraft load.) Only two ships of this class exist; the original Kuznetsov, which is in Russian service, and the [Varyag](#).

The Chinese have been in touch with Russian naval construction firms, and may have purchased plans and technology for equipment installed in the [Kuznetsov](#). Some Chinese leaders have quipped about having a carrier by 2010 (this would have to be a refurbished Varyag), but now 2012 is more likely. Even that may be too soon, as the Chinese have been burned before when they tried to build new military technology in a hurry. The Chinese appear intent on getting it right the first time. Two years ago, China announced that its first class of carrier aviators had begun training at the Dalian Naval Academy. The naval officers are undergoing a four year course of instruction to turn them into fighter pilots capable of operating off a carrier. China already has an airfield, in the shape of a carrier deck, built at an inland facility. The Russians have warned China that it may take them a decade or more to develop the knowledge and skills needed to efficiently run an aircraft carrier. The Chinese are game, and are slogging forward. Source : [strategypage](#)

## Iran's Indigenous Destroyer Begins First International Mission

Iran's domestically built destroyer, the [Jamaran](#), is all set to start its first international mission in the Gulf of Aden, Iranian Navy official Fariborz Ghaderpanah has said. "The destroyer, with its domestically built equipment, well-trained Iranian crew, ammunition and weapons, will be a good model for demonstrating the capabilities of Iranian experts on this trip," he said. The [Jamaran](#) destroyer is capable of simultaneously fighting surface, underwater or air targets and is capable of carrying helicopters. It can also be used in electronic Warfare (EW). Iran's anti-piracy mission in the pirate-infested waters of the Gulf of Aden, a strategic energy corridor, is to safeguard all Iranian ships, according to Press TV. Source : [naval-technology.com](#)

## Russia's Bulava ICBM to be test-launched on December 17

Russia is to hold a regular test launch of the Bulava intercontinental ballistic missile (ICBM) on December 17, an Air Force spokesman said on Thursday. For the first time the launch will be fulfilled from the sophisticated [Yury Dolgoruky](#) submarine in the White Sea, the spokesman added, citing the [Dmitry Donskoi](#) strategic nuclear-powered submarine, from where the Bulava ICBM was test-launched in previous years. Source : [The Voice of Russia](#)



## ARK ROYAL SEEN ON HER LAST OVERSEAS TRIP



**HMS ARK ROYAL** arrived in the port of Hamburg on her last overseas trip before going into mothball / retirement - on special request of her crew. The **ARK ROYAL** will stay until November 30<sup>th</sup> in Hamburg

Photo : Capt. Hans Schaefer ©



**Harrier GR9** aircrafts seen leaving the Royal Navy's aircraft carrier **HMS Ark Royal** for the last time off Newcastle

Photo: REUTERS

## Sasebo city asks to host new submarine base

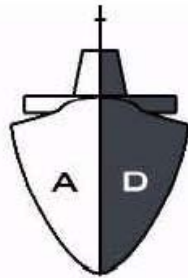
Japan's Defense Ministry received a request Thursday from the Nagasaki prefectural government to host new submarines at Sasebo port in the southwestern prefecture, officials said. Nagasaki Vice Gov. Takeshi Fujii filed the request with Jun Azumi, parliamentary senior vice minister of defense, the officials said. The Defense Ministry plans to increase the number of Maritime Self-Defense Force submarines to 22 from the present 16 as part of efforts to beef up

defense around the country's southwestern waters. Earlier, Sasebo Mayor Norio Tomonaga told the ministry that his city would welcome the submarines at Sasebo port. In a document filed with Azumi, the Nagasaki prefectural government said Sasebo is a strategic point for Japan's maritime defense and is suitable for a new submarine base.

The MSDF currently has two submarine bases at Kure, Hiroshima Prefecture, and at Yokosuka, Kanagawa Prefecture. Sasebo city with a population of some 260,000 was known as a major naval port before and during World War II. Currently, the U.S. Navy and Japan's Maritime and Ground Self-Defense forces have bases in Sasebo. Separate from submarines, the Defense Ministry is also considering boosting the number of fighter planes at the Air Self-Defense Force's Naha base in Okinawa Prefecture from the current 20 to 30 over the next decade. It is also planning to regularly send E-2C early-warning aircraft to beef up air-defense surveillance in the East China Sea. Japan is now shifting its emphasis on vigilance to the southwestern region with an eye on China's military buildup. Bilateral ties between Japan and China have soured since September's maritime collisions between a Chinese fishing boat and two Japanese patrol boats near the disputed Senkaku Islands in the East China Sea. **Source : Mainichi Japan**

## SHIPYARD NEWS

### ANGLO DUTCH SHIPBROKERS bvba



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Above seen the **Lisco Gloria**, in drydock at Fayard. - **Photo : Bent Mikkelsen ©**

## 114th Ship of "Mitsui's 56" Series Delivered by MES.

Mitsui Engineering & Shipbuilding Co., Ltd., (MES) completed and delivered a 56,000 dwt type bulk carrier M.V. "FORTUNE BIRD" (MES Hull No. 1758) at its Tamano Works on 25th November, 2010 to White Apricot S.A., Panama.

This vessel is a handy-max type bulk carrier of 56,000 dwt with a huge cargo hold capacity over 70,000 cubic meters and marks the 114th ship of its series. This 56,000 dwt type bulk carrier series of MES is widely called "Mitsui's 56" and is highly appreciated in the market. More than 160 units of this series have been ordered from MES.

For more information, please visit <http://www.mes.co.jp/english/press/2010/20101125.html>



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## New Arctic Tanker Laid Down



A new Arctic ship – tanker **Enisey** – was laid down in Germany for ore and mining company Norilsky Nickel. The specialized double-acting oil tanker of high Arctic category will be constructed under the RS survey. The tanker is capable to move through ice fields of up to 1.5 m thick due to the original stern shape. The "double-acting" concept is based on the Azipod propulsion unit with the propeller power output 13 MW enabling movement stern first under heavy ice conditions.

The double hull is foreseen with 10 cargo tanks providing for independent transportation of three types of cargoes. Estimated speed – 15.3 knots. Maximum crew size – 23 members.

### Main particulars:

Length: 169 m - Breadth: 23.1 m - Depth: 14.2 m

Deadweight: 18500 t - Gross tonnage: 17000

Class notation: KM (\*) ARC7 [1] AUT2-ICS EPP ANTI-ICE VCS IGS-IG ECO  
BWM CSR Oil tanker (ESP) (ARC7 at d<= 9.0 m)

RS is a globally recognized Arctic ships classification expert. Since 2006 ten Arctic ships capable to move through ice fields independently, without icebreaker assistance, have been constructed to the RS class, including five Arctic double-acting large capacity tankers. **Source: Russia Maritime Register of Shipping**



## BAE Systems to cut 400 shipyard jobs on Clyde

Defence giant BAE Systems has announced plans to cut 400 jobs at its shipyards on the Clyde. The company said it was axing temporary posts filled by workers who had been brought in to meet peak demand on a number of contracts. Workers have been told of the plans, which are now subject to a 90-day consultation. A total of 4,000 permanent staff are employed at BAE's Govan and Scotstoun yards on the Clyde.

The yards are currently finishing building the Royal Navy's Type 45 destroyers. [HMS Duncan](#) was launched last month and is being fitted out at Scotstoun. Work is also continuing on [HMS Dragon](#) and [HMS Defender](#), which will be handed over to the Royal Navy in the next two years. The yards are also about to complete a contract for patrol vessels originally meant for Trinidad and Tobago. The shipyard's union convener, Jamie Webster, described the job losses as "disappointing but not unexpected". He added: "There is never a good time to be paid off and people are facing redundancy when there are not many other jobs around."

About 50 short-term workers are expected to lose their jobs over the next few weeks. It is anticipated a further 365 temporary posts will go at the end of the consultation period early next year. The remaining staff at the yards will continue to work on the MoD's aircraft carriers, which escaped being cut in the government's defence review.

Source: [bbc.co.uk](http://bbc.co.uk)



The first [8527 cutter](#) dredger for GDC during trials at Dalian (China) build at [DLS Dalian Shipyard](#) for [IHC Merwede](#). Dredging trials will be held in Rihzau Port in December.

Photo : Cees de Vries ©

## Keppel wins US\$180 mil KFELS B Class jackup rig contract from Standard Drilling

Keppel FELS Limited (Keppel FELS) has secured an order for a KFELS B Class jackup rig worth US\$180 million from Standard Drilling Ltd (Standard Drilling), a subsidiary of Norwegian investment company, Ferncliff TIH AS Group (Ferncliff).

As part of the agreement, Standard Drilling has been given options to build another two similar jackup units. If exercised, the options for the additional two rigs will bring the total contract value to about US\$550 million. The first rig is slated for delivery in 2H 2012. Mr Martin Nes, CEO of Ferncliff TIH AS, said, "We are seeing activities and opportunities in the jackup market recovering quickly and are positive that this demand for newer, safer, high-specification jackups will be sustained, given the growing need worldwide for premium units with capabilities to operate safely in more challenging locations. "To create stable and long-term value for our stakeholders, we believe in working with partners with specialist expertise, good management and world leading technology, to develop our assets that will give a good foundation for future growth. "Rigs built to the KFELS B Class design are known to be highly efficient drilling platforms with industry-leading features for safety and environmental friendliness and boast a proven track record. We are pleased to work with Keppel FELS on building a premium jackup drilling rig of this design, which we are confident, will become a first class asset to our portfolio."

Mr Wong Kok Seng, Executive Director of Keppel FELS, said, "The innovative and cost-effective KFELS B Class jackup rig has proven itself to be the trusted, reliable workhorse of the industry, and has performed well in major offshore exploration and development programmes in various locations. "Including Standard Drilling's order, a total of 35 KFELS B Class rigs have been ordered to date. 32 of these have already entered the market and are constantly delivering excellent operational and safety performance for their operators." Developed by Keppel's technology arm, Offshore Technology Development, the KFELS B Class jackup design provides maximum uptime with reduced emissions and discharges. For its environmental-friendly features, the KFELS B Class design was bestowed the Prestigious Engineering Achievement Award from Institution of Engineers Singapore in 2009. Readily upgradeable to higher performance capabilities, KFELS B Class rigs incorporate Keppel's advanced and fully-automated high capacity rack and pinion elevating system, and Self-Positioning Fixation System. When completed, this rig will be able to operate in water depths of 400 feet, drilling depth of 30,000 feet and accommodate 120 men. The above agreement is not expected to have material impact on the net tangible assets or earnings per share of Keppel Corporation Limited for the current financial year. Source: Keppel FELS Limited

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## **Malaysia's MISC Q2 net profit rises to 369.62 million**

MISC Bhd, the shipping arm of the state oil firm Petronas, reported a more than four-fold rise in second quarter earnings, boosted by its shipping as well as heavy engineering businesses. The company, one of the world's largest operators of liquefied natural gas tankers, has been benefiting as tanker and container rates started picking up after hitting record lows during the peak of the global slowdown. "We expect improvement in freight rates from last year's depressed levels," the company said in a statement. However, it warned that the competitive landscape in the shipping industry remained challenging and rates could be volatile in the short term.

MISC's net profit rose to 369.62 million ringgit for the July-September quarter from 82.06 million ringgit a year earlier.

In the first half of the year, the company's profits accounted for 47 percent of analysts' expectation of 1.71 billion ringgit for the year. Analysts usually do not have quarterly projection for Malaysian companies. Last month, MISC sold a quarter of its stake in its ship building unit Marine and Heavy Engineering in an IPO. MISC raised about 1.05 billion Malaysian ringgit (\$337 million) from the offering. Analysts are almost equally divided in their recommendations on the stock — six of them rate it "buy" or "strong buy", seven have a "hold" rating and another seven have a "sell" or "strong sell" rating. MISC shares have risen about 6 percent this year, trailing a 17 percent rise in the broader markets

Source: reuters



The **MSC LUCY** seen off Cape Town – Photo : Ian Shiffman ©

## Port volumes set to increase

Despite the severe measures introduced by EU governments, volumes through European ports are set to increase next year. A report produced by analyst Hackett Associates and the Bremen Institute of Shipping Economics and Logistics (ISL) revealed that container volumes have increased considerably at Europe's top six ports. An average of 12.6% growth was recorded from last year and although that is expected to slow in 2011, the analysts do predict that there will be further growth.

Hackett said: "Our view is that the growth will continue; perhaps a bit slower than we have seen in 2010, but nevertheless, after the seasonal downturn, we project volumes will increase." Source: Irish Trucker

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The **LEGEND OF THE SEAS** seen leaving Singapore cruise bay yesterday afternoon - **Photo : Piet Sinke ©**

## "Akademik Keldysh" returned from Shtokman

The maritime research vessel "**Akademik Mstislav Keldysh**" has returned to Murmansk after a three month research expedition in the waters of the Shtokman field. The vessel and its crew has conducted engineering studies in the area of the Shtokman field, as well as on the sea bottom where the projected pipeline will be laid.

With the help of a submersible "**Panther**" unit, detailed studies of the sea bed contour has been made, together with seismic research, MBnews.ru reports. The **Akademik Mstislav Keldysh** is owned by the P.P.Shirshov Institute of Oceanology and has Kaliningrad as its home port. **Source : BarentsObserver**



HAL's **VOLENDAM** seen departing from Port Chalmers – **Photo : Ross Walker ©**

## Nippon Yusen to enter shuttle tanker business

Nippon Yusen KK , Japan's biggest shipping company, said on Friday it would take a 50-percent stake in Norwegian tanker operator Knutsen Offshore Tankers by buying new shares, in a bid to enter the shuttle tanker business. Nippon Yusen gave no value for the planned purchase. TS Shipping Invest will hold the remaining stake in Knutsen, the world's second-biggest shuttle tanker operator, Nippon Yusen said in a statement. **Source: reuters.com**

## BRENT AND GINGER CHRISTENED IN IJMUIDEN



In the port of IJmuiden de tugs **GINGER** and **BRENT** were christened

Photo : Marcel Coster ©



Left **GINGER** with her grandpa **BEN ISKES** and on the right **BRENT** seen with his grandmother whilst a proud dad, **JIM ISKES** is seen on the left on the photo - Photo's : Joop Marechal ©

## CMA CGM completes \$500 mln investment deal with Yildirim Group

Container line CMA CGM announced an agreement Thursday with Turkey-based investment firm Yildirim Group that will push \$500 million into the debt-ridden French carrier. Yildirim will take a 20 percent stake in CMA CGM while the Saade family that founded and runs the world's third-largest container ship operator will retain 80 percent ownership. The agreement ends a year-long search for new capital at CMA CGM, which was saddled with a huge debt after the historic downturn in trade sent revenue plummeting and the company suffered big losses in oil trading markets.

"This alliance with Yildirim Group will enable us to strengthen CMA CGM's balance sheet," Jacques R. Saade, chairman of the CMA CGM board, said in a statement. Yildirim, which has investments in ports and shipping in its wide-ranging portfolio, will get five-year convertible bonds in the shipping line for its \$500 million investment and appoint three members of the board. The group's president and CEO, Robert Yuksel Yildirim said in a statement that the investment is a testament to the "capabilities of (CMA CGM's) management and teams." The Saade family has struggled to retain control of the carrier as it has sought cash from various sources since late 2009, when a steep downturn and demand sent the liner's companies finances into a steep decline. **Source : PortNews**

## Imtech and VSTEP Partners to innovate maritime simulation

Imtech Marine & Offshore and VSTEP announce their cooperation to deliver innovative maritime training simulators. The partnership combines Imtech's worldwide experience in maritime systems and VSTEP's innovative 3D simulation technology to introduce a new range of high-end maritime simulators which are affordable, maintainable and adaptable for both the profit and non-profit market. The cooperation was launched at the NIDV (Netherlands Industries for Defence & Security) Symposium & Exhibition 2010 using the theme 'Partners in Technology'. Explaining the partnership to the Netherlands Minister of Defence at the Imtech stand, René van de Bruggen, CEO of Imtech stated: "Partnering with innovative companies like VSTEP is a good example of Imtech's growth strategy. We always look for new technologies to contribute to our customers goals. Making sure that ship crews are well trained on our solutions, is part of our life cycle approach, ensures safety at sea and reduces operating costs."

The partnership starts off with a cost-effective DNV Class A compliant bridge for maritime training schools, naval academy's and ship owners. Further areas of cooperation include joint solution development and marketing, participation in military tenders and projects. Customers can be served worldwide through the network of 70 Imtech Marine offices along the world's sea lines of communication and VSTEP's offices in The Netherlands and North America. Cristijn Sarvaas, CEO VSTEP: "We are honored to have been selected by one of the strongest full service suppliers in the maritime industry to jointly develop the market for high-end maritime simulators. Imtech has an excellent reputation in serving the world's leading maritime companies. This reputation and their extensive network of maritime equipment suppliers, is a solid basis to serve the most demanding simulation customers worldwide."

## APL launches quick-sailing third China/SE Asia loop calling at Chiwan

THE container arm of Singapore's Neptune Orient Lines (NOL), APL, has launched a weekly service linking China, Indonesia, Malaysia, Singapore and Thailand called the China Indonesia Straits Service making its third new dedicated Intra-Asia service since it introduced the route in 2009. "We're addressing the ever-increasing requirement for direct-call service to key Asian growth markets," said Jason Wong, APL's intra-Asia trade vice president in a statement. APL will deploy four 3,000-TEU ships, with the APL Sydney making the first sailing from Shanghai, with a port rotation of Shanghai (Waigaoqiao), Ningbo, Xiamen, Shenzhen-Chiwan, Singapore, Jakarta, Surabaya, Jakarta, Port Klang (Westport), Singapore, Laem Chabang and back to Shanghai. According to the company statement it will be the industry's fastest from China into Jakarta and Surabaya. **Source : Schednet**





Bourbon's **SURF MITRA** seen anchored off Batam yesterday afternoon – Photo : Piet Sinke ©

## Most Sky crew update

The ITF said today that it is continuing to work with its legal team and with its colleagues in Turkey to secure the imminent release of the Most Sky crew, who were arrested on their arrival in Istanbul yesterday. The ITF had helped them secure their wages and tickets home after the vessel Most Sky was detained in Birkenhead, UK, as unseaworthy. An ITF spokesperson said: "It looks like the arrest could have been a dirty trick played by a company aggrieved that its employees had received the wages they were owed. If so they may find that the attention it has drawn to their own practices will do them more harm than good." The ITF is also approaching the Turkish Embassy in London.

## Reconstruction work in Hong Kong Bay area to be finished in six weeks

Reconstruction work will be underway on four beacons located at Starling Inlet, Double Haven and Tolo Channel over the next six weeks. A single derrick lighter will carry out the work, with a tug and work boat providing assistance. The lighter will work at a single beacon at a time, and will alternate amongst the four beacons to suit operational requirements.

A working area of approximately 30 metres around the lighter will be established. Yellow marker buoys fitted with flashing lights will be laid to mark the positions of the anchors extending from the lighter. Hours of work will be from 0700 to 1900 hours. No works will be carried out on Sundays and public holidays. Outside the hours of work, the vessels employed for the works will remain close to the beacon undergoing reconstruction works. Vessels engaged in the operations will display signals as prescribed within international and local regulations. Vessels navigating in the vicinity should proceed with caution and keep clear at slow speed, bearing in mind there are divers working in the area. Source: portworld.com

## CORRECTION

On page 3 of issue 330 there is a picture of the **VALI**. She is the ex **SVITZER NABIH SALEH**, recently sold to **Intertug Colombia**. I can see the confusion with the funnel mark and have requested the new owners to ensure it is removed to avoid further confusion. - **Jaap-Jan Pietersen - Commercial Manager - SVITZER AMEA**

## T.O.S. ship deliveries meet at Las Palmas



Two ship deliveries. One sailing from North to South and one sailing from East to West gathering at Las Palmas. An unique opportunity for the T.O.S. crew to get acquainted.



Last week the 'The **Singapore Inspector**' left The Netherlands and is now half way on a stopover at Las Palmas. Her final destination is Nigeria to start work in the Nigerian offshore oilfields as platform maintenance and inspection vessel. On the 12th of November the ASD tug '**Seaspan Terminal III**' left the harbour of Tuzla, Turkey for a journey of approximately two months. Our crew is sailing her all the way to Vancouver, Canada. Both vessels are under full **T.O.S. management** and with a **T.O.S. crew**. We wish both crews a safe journey. Source: T.O.S.



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## Maersk to buy 20 new ships for \$4b

AP Moller Maersk is ready to invest around US\$4 billion in **20 new container ships**, the newswire Direkt reports, quoting several shipping publications. The ships are priced at around \$200 million a piece, with a capacity of around **18,000 TEUs**. According to reports, the shipyard responsible for construction is located in South Korea.

## Carriers download Panama Canal fee hike on shippers

OCEAN carriers levying surcharges after the Panama Canal Authority (ACP) announced a US\$10 per laden TEU increase on transit fees from January 1, reports London's Containerisation International. Geneva's Mediterranean Shipping Company (MSC) announced that its Panama Canal Surcharge (PCS) will rise from \$175 to \$200 per TEU from December 15 for all cargo moving between US and Canada and the west coast of South America (WCSA).

Meanwhile, Germany's Hapag-Lloyd raised its canal surcharge to US\$145 per TEU for cargo moving between Oceania and the Americas and to \$315 per FEU on the transatlantic trade and routes between the North American west coast and the Middle East.

The new canal authority tariff which takes effect from the beginning of next year raised the cost of transiting the canal by \$10 per laden TEU, from \$72 to \$82 per TEU. But it also introduced concessions for empties, holding the fee at US\$72 per TEU. Whether this is included in forthcoming carriers' canal surcharges is unknown. **Source : Schednet**

## DURBAN PILOTS ARE TRAINED AND TESTED BY EX RIJKSLOODS BERNARD TOUBER.

In Durban at the School of Ports from Transnet National Port Authorities the trainees are using the state of the art Kongsberg Simulator. This beautiful computer can simulate the approaches and harbors of all South African Ports.



During the last 6 years the Academy has been assisted by the retired Dutch Chief Pilot Mr. **Bernard Toubert**. Above is with the Cape Town approaches seen in the background **Bernard** with the Chief organizer **Paddy Wells (NPA)**

**Photo : Willem Kruk ©**

## Walvis Bay dredging to get under way



The Namibian reports that NAMPORT's Terminal Optimisation Programme for Berths 1 to 3 at Walvis Bay harbour has started and is said to represent the most important infrastructural improvement on the container terminal since 1999 when it was deepened to 12.8m.

The optimisation involves the dredging of the outer entrance channel to a depth of 14.4m; dredging of the area adjacent to berths 1 to 3 to a depth of 14m; and quay improvements to berth 1 and berth 3 to extend the operational length of the container terminal. All of the improvements, costing about N\$100 million, will enable the harbour to host larger container vessels.

Namport said it is ensuring compliance with an environmental management plan and all environmental stakeholders were being kept informed. In order to meet a strict deadline of end February 2011, dredging will be done on a 24-hour basis.

NAMPORT said that it is likely that trapped gases such as hydrogen sulphide will be released resulting in an unpleasant odour to all within the port precincts. These gases dissipate relatively quickly into the air and are not considered hazardous to anyone other than the crew operating the vessel (for whom precautions are being taken). **Source :** Dredging News Online

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



The cruise ship **Seven Seas Navigator** sails from Lyttelton, New Zealand after a one day visit to the port.

**Source : Alan Calvert ©**

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