

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 334



**Number 334 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Tuesday 30-11-2010**

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**Above seen Svitzer SKY, Svitzer Shotley, Svitzer Intrepid and Svitzer Melton searching for 2 people overboard from the Stena Britannica off Harwich -**

**Photo : David Thompson - Harwich Lifeboat ©**

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## EVENTS, INCIDENTS & OPERATIONS



Multraship latest newbuilding, the **MULTRATUG 3** built at Damen in Vietnam seen arriving in Rotterdam where the tug went to the van Brink shipyard (Damen group) in the Eemhaven.

Photo : Wil Kik ©

## N.Korea readies missiles as US, South Korea begin drill

North Korea has placed surface-to-surface missiles on launch pads in the Yellow Sea, Yonhap news agency reported on Sunday, as the United States and South Korea began joint military exercises. The agency said also that Pyongyang had moved surface-to-air missiles to frontline areas. The North's official KCNA news agency warned of retaliatory action if its territory was violated. "We will deliver a brutal military blow on any provocation which violates our territorial waters," KCNA said. The exercises, in waters far south of the disputed maritime boundary, are being held in the face of opposition by regional giant China and threats of "consequences" from North Korea. Washington says they are intended as a sign of deterrence to North Korea. They come less than a week after the North shelled a South Korean island near their disputed boundary in the worst assault since the end of the Korean War in 1953.

Officials and journalists on Yeonpyeong island were evacuated to bunkers on Sunday, a Reuters witness said. "They



ordered people here to move to shelters saying there is an emergency situation," the witness said, adding there were no details available. The nuclear-powered carrier **USS George Washington**, which carries 75 warplanes and has a crew of over 6,000, has joined the exercises and will be accompanied by at least four other U.S. warships, an official from U.S. Forces Korea (USKF) told Reuters.

South Korea has deployed three destroyers, frigates and anti-submarine aircraft, Yonhap news

agency reported, adding the exercises were being held far south of the disputed area where the artillery firing took place on Tuesday.

"The drills have started and of course the carrier joined the exercises. But I cannot give any further details," said the USKF official, asking not to be identified. South Korean President Lee Myung-bak has told ministers and aides to be ready for further "provocation" by North Korea during the military show of force. "There is the possibility that North Korea may do some unexpected action, so please perfectly prepare against it through cooperation with the Korea-U.S. joint force," Lee was quoted by a spokesman as saying. South Korea's marine commander on Saturday vowed "thousand-fold" revenge for the North Korean attack that killed two servicemen and two civilians and prompted an unusual expression of regret from Pyongyang. North Korea, not known for agonising over policy decisions, said if there were civilian deaths, they were "very regrettable", but that South Korea should be blamed for using a human shield. It also said the United States should be blamed for "orchestrating" the whole sequence of events to justify sending an aircraft carrier to join the maritime manoeuvres.

### DEFENCE MINISTER REPLACED

Dozens of houses were destroyed in the attack, which followed South Korean test firing near disputed waters. South Korea responded with artillery fire 13 minutes later, but it was not clear what damage was caused. Seoul replaced its defence minister following criticism that it was slow to respond, but several anti-North Korea protests have been held in the capital, demanding revenge. "It's time for action. Time for retaliation. Let's strike the presidential palace in Pyongyang," shouted close to 1,000 marine veterans in downtown Seoul on Saturday, who burnt photographs of North Korean leader Kim Jong-il and his anointed successor, his son Kim Jong-un.



Veterans of an underwater sabotage team protested against North Korea and accused the government of disregarding their sacrifices on spy missions. Scuffles broke out and police used fire extinguishers to break up the crowd. Regional giant China -- under pressure from other powers to rein in North Korea -- has said it is determined to prevent escalation of the violence. But it warned against military acts near its coast as U.S. and South Korean forces, referring to the U.S.-South Korea exercises in the Yellow Sea. China has sent senior officials including its top diplomat, State Councillor Dai Bingguo, to Seoul for unscheduled meetings, both sides said. Dai met South Korean Foreign Minister Kim Dung-hwan on Saturday and will hold talks with President Lee on Sunday. North Korea has issued several bellicose warnings against the exercises. "If the U.S. brings its carrier to the West Sea of Korea at last, no one can predict the ensuing consequences," the state-owned KCNA news agency said. "(The North) will make the stronghold of the enemy a sheet of flames if they violate its territory even by 0.01 mm." The U.S. military said the exercises, planned long before Tuesday's attack, were designed to deter North Korea and were not aimed at China. "We've routinely operated in waters off the Korean peninsula for years," said Captain Darryn James, a Pentagon spokesman. "These latest provocations have been by the North and they need to take ownership of those, not us."

Source : [Indiatimes](#)

### DAMAGED TROUT ARRIVED IN ROTTERDAM-CALAND CANAL



The damaged 1990 built **TROUT** seen moored in Rotterdam-caland canal, the tanker collided November 28<sup>th</sup> 23 nm off IJmuiden with the 2008 built chemical tanker **KARDENIZ** both vessels were proceeding roughly in the same direction, **Trout** 194 deg speed 9.6 knots, **Kardeniz** 184 deg speed 13.6, **Kardeniz** struck **Trout** in engine room area, so it's a case of collision in overrunning. **Trout** got a hole 1.4 meters dia, water ingress. Drifting **Trout** reported collision to Dutch Coast Guard, which directed direct the KNRM IJmuiden lifeboat **KOOS VAN MESSEL** to the scene and the tug **IEVOLI BLACK**, some other tugs departed also from IJmuiden. The **Kardeniz** was permitted to resume voyage.

No reports on spill or both vessels' cargoes and **Trout** proceeded to Rotterdam as can be seen above and left. **Photo's : Jan Oosterboer**



The **CRUISE OLYMPIA** seen entering Valletta harbour for the first time, to enter No 4 dock at PALUMBO Shipyards,  
Photo : Gejtu Spiteri ©

## IMO to amend SOLAS

Amendments to the IMO's convention for the Safety of Life at Sea (SOLAS) to make mandatory the International Code for the Application of Fire Test Procedures (2010 FTP Code) and to improve lifeboat release hooks are set to be adopted.

The proposed SOLAS amendment is intended to ensure new, stricter, safety standards for lifeboat release hooks, aimed at preventing accidents involving lifeboats, and will result in the review and possible replacement of a large number of release hooks for lifeboats, thereby requiring action from all involved parties, including flag States, manufacturers, shipowners, and surveyors.

The safety amendment is being discussed at the 88th session of IMO's Maritime Safety Committee (MSC) meeting. The agenda also includes discussion on piracy and armed robbery against ships off the coast of Somalia and in the Gulf of Aden and the implementation of the Long-Range Identification and Tracking of ships (LRIT) system. Also, the draft 2010 FTP Code, along with relevant SOLAS amendments to make it mandatory, will be considered for adoption.

The 2010 FTP Code provides the international requirements for laboratory testing, type-approval and fire test procedures for products referenced under SOLAS chapter II-2. It comprehensively revises and updates the current Code, adopted by the MSC in 1996. The 2010 FTP Code includes the following tests: non-combustibility; smoke and

toxicity; test for “A”, “B” and “F” class divisions; test for fire door control systems; test for surface flammability (surface materials and primary deck coverings); test for vertically supported textiles and films; test for upholstered furniture; test for bedding components; test for fire-restricting materials for high-speed craft; and test for fire-resisting divisions of high-speed craft. **Source : The Motorship**

## **EUNAVFOR Visit**

While on Port Visit in Salalah (Oman), the Commanding Officer of the EU NAVFOR Spanish ship **SPS INFANTA CRISTINA** paid a call onboard the Cruise Ship **SEABOURN SPIRIT**, moored in Salalah for a short stopover, in order to share knowledge and experiences about the piracy threat in the area. This visit by the Commanding Officer of an EU NAVFOR unit was very welcomed by the cruise liner's executive officer, who stated he really appreciated the presence of the EU assets in the Gulf of Aden and the Somali Basin.

In November 2005, the luxury liner was unsuccessfully attacked by a Pirate Action Group (PAG) comprising two skiffs and one mothership. The vessel eventually managed to escape pirating thanks to the use of a Long Range Acoustic Device (LRAD). The Commanding Officer of the EU NAVFOR **SPS INFANTA CRISTINA** later met with the Senior Operations Manager of the Port of Salalah, in order to provide him with an update of the EU NAVFOR activities. The Port Authorities showed a highly cooperative posture in favour of advising vessels to implement Best Management Practices (BMP). **Source : ShipTalk**



The **PLEIADES SPIRIT** seen departing from Ijmuiden – **Photo : Erwin Willemse ©**

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## **A “new generation” of bulkers**

Dry bulk carriers are tough, no-nonsense ships operating in a rough and competitive world, moving mountains of coal, iron ore, grain and other bulk shipments around the world with a minimum of fuss. They have to be exceptionally robust – with some iron ports capable of hurling 16,000 tonnes per hour into a ship, with the cargo grabbed out in the discharge terminals with massive steel grabs weighing fifty tonnes empty, the punishment upon a ship's structure can be severe. A better understanding of both the static and dynamic stresses upon these hard-worked ships has been



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gained in recent years and is being reflected in modern designs. The new generation of bulk carriers is composed of sophisticated and efficient ships, designed for more economical operations and far more environmentally sustainable than earlier vessels. Scale economies, with most classes of bulk carrier able to carry more cargo, also help to make these ships a more attractive proposition for the operator. “Greener” propulsion machinery, with substantial reductions in harmful emissions is also being offered by a number of shipbuilders specialising in bulker construction.

Early bulk carriers were basically a huge rectangular box, subdivided into holds with a ship-shaped bow and stern. The latest vessels are optimally shaped to reduce resistance, while a great deal of work has gone into enhancing the flow of water over the propeller, both by refining the shape of the stern and with a range of fins and ducts that help to make the propeller far more efficient. It has also been possible to optimise the design of the rudder and tailor it to the hull, so that energy is not wasted in keeping the ship on course. As with other types of ship, bulkers today tend to employ a range of modern coatings to help to reduce resistance and the growth of fouling. Bulkers often find that they are at anchor waiting for a cargo berth for extensive periods and fouling can build up quickly, so special coatings that can keep growth at bay have been developed. But in the bulker's holds, where abrasion damage can come from grabs and from ore or coal being “shot” into the ship by powerful loaders, special coatings have been developed that will withstand such damage and ultimately prevent internal corrosion to the structure. Other “unseen” improvements come from the ability of modern ships to handle their ballast in a more efficient fashion, with far more pumping capacity and arrangements to exchange ballast at sea in a far safer manner than merely overflowing the tanks, a system required to prevent the transmission of alien species in ballast water. **Source: BIMCO**



The **NADYM** seen arriving in Harlingen to load potatoes  
Photo : Jan van de Witte - [www.janvandewitte.nl](http://www.janvandewitte.nl) ©



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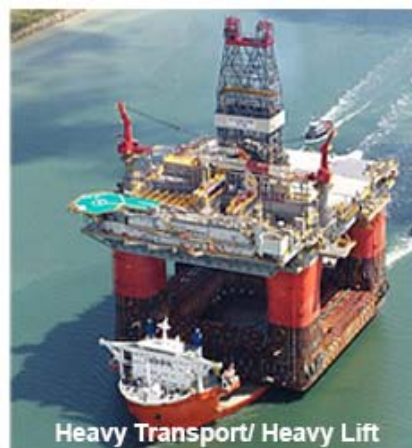
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## Shipping asset prices stabilise, but buyers not in a rush

Shipping asset prices have risen more than 40% for new builds and have improved for second-hand ones in the last one year, but Indian shipping companies are still in a wait and watch mode before making buys. Essar Shipping, GE Shipping and Mercator Lines, the main potential buyers among Indian shippers, are in no rush to buy, and are also expecting a fall in prices. The rebound in shipping asset prices, which plummeted following a slowdown in 2008, has been triggered by the improvement in the economic activities in the last one year and the rally in the Baltic Dry Index till May 2010, analysts say. According to a B&K Securities note on August 31, asset prices in the very large crude carriers segment have increased by 30.4% for new builds and 53.1% for second-hand vessels. On the bulk carrier side, asset prices for new built Capesize vessels (above 150,000 deadweight tonnes (DWT) have increased by 39.8%. Around 62% upsurge has been seen in asset prices for second-hand Capesize vessels. Asset prices in the Panamax segment (65,000-80,000 DWT) have increased by 19.2% for new builds and 48.2% for second-hand vessels. Supramax vessel (35,000-60,000 DWT) prices moved up by 32.3% for new builds and 47.8% for the second-hand vessels. "After the big fall in 2008, asset prices currently have surely shown some stability. We expect asset prices across segments to come down, but the price movements might surprise," said a GE Shipping spokesperson. Analysts believe GE Shipping has a strong cash flow and is on the lookout for good asset deals. GE Shipping will focus on second-hand assets.

Since January 2009 GE Shipping has taken more deliveries on the offshore side including that of a platform/remote operating vehicle vessel and two multipurpose platform supply and support vessels. "We expect the asset prices to move in a very a narrow range. In the long term, it is a good time for ship owners to buy assets, but in the short term, there is no hurry for aggressive buying. For the next 12 months we expect the asset prices to be favourable for those looking at purchases," said V Ashok, head of project and corporate finance, Essar Group. "We are on a lookout for good opportunities," he said. "Current asset prices are probably are at a realistic level. I do not think they will drop further. In coming months it seems they will remain at the present level. For the next 2-3 months there is no plan to expand in shipping, but during 2010-11 we will surely add some tonnage specially bulk carrier and may be dredgers," said a Mercator Lines official. Mercator Lines has taken deliveries for around three MR tankers and an Aframax vessel. Essar Shipping has contracted over 12 new building vessels over the last two years. "Asset prices are expected to remain weak and favourable for purchases. Thus, shipping companies are not in a hurry to make purchases," said an analyst. **Source: DNA**

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## Maersk close to ordering first 18,000-TEUer

MAERSK Line, the world's largest container carrier, has reportedly signed the letters of intent with South Korea's Daewoo Shipbuilding & Marine Engineering for a series of world's first 18,000-TEU containerships. The orders would amount to US\$2 billion, said Lloyds List, but Korea Economic Daily reported that the shipbuilder would sign a \$4 billion Maersk order for 20 vessels. If realised, Maersk will possess the world's largest containership fleet featuring new propulsion systems and other technological enhancements that can produce half of the CO2 emission compared to current standard.

"Volumes will continue to grow and it of course makes sense to consider larger vessels due to economies of scale," said head of Maersk Line's vessel management Soren Andersen, reported London's Containerisation International.



"In our view, a key factor is the strong relationship between ship size and environmental performance. Much of this advantage can be attributed to the size of the ship. In our work to continuously improve our environmental performance and fuel efficiency, the size of the vessels we buy is definitely part of the equation," Mr Andersen continued.

Yet it has been said that port facilities worldwide may not be able to handle these super mega-size vessels. For example, ports like Antwerp and Hamburg even face difficulties handling super-postpanamax ships these days, said Containerisation International. **Source : Schednet**

## **CASUALTY REPORTING**



The **NATIONAL GLORY** and the **MALAGA** came in contact during the Kiel Canal-Transit 28th November on a foggy morning. **MALAGA** is not able to continue her voyage with 2000 tons metal to Rotterdam.

**Photo's : Frank Behling ©**

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## UK nuke sub commander removed over crash

The Royal Navy has removed the commander of a nuclear submarine that ran aground last month from his post. Officials say Commander **Andrew Coles** will be replaced as commanding officer of the **HMS Astute**. The Ministry of Defence says Coles will be given another post. The **Astute** ran aground in late October after hitting rocks off the Isle of Skye off the west coast of Scotland. It was stuck for several hours until it was towed to safety.

The STG1 billion (\$A1.6 billion) vessel, one of Britain's fleet of 11 submarines powered by nuclear reactors and launched in 2007, was undergoing sea trials in Scotland when the accident happened. The submarine is armed with Spearfish torpedoes and Tomahawk cruise missile. **Source : smh.com.au**



Above seen the Royal Navy Type 23 Class frigate **HMS NORTHUMBERLAND F238** leaving Valletta, Malta on Sunday 28th November 2010.

**Photo : Capt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com) ©**

## Iran Makes First Mobile Simulator for Home-Made Submarines

The Iranian Navy unveiled the first sample of its newly produced mobile simulators for its **Tareq class** submarines. "For the first time in the country Iranian experts and scientists have been able to produce a mobile simulator for Tareq class submarine in a project called 'Shabihat' (Similarity)," Commander of the Iranian Navy Rear Admiral Habibollah Sayyari said at the ceremony to unveil the simulator.

"The simulator has a 3 degree freedom of movement and is used for exercising diving and ascending as well as checking damage to the submarine," he noted. The commander added that 16 scenarios have been designed and programmed for the simulator, which are now used in the subsurface brigade of the first naval zone. He expressed the hope that new simulators would be built for Qadir class submarines by the end of the current Iranian year (ends on March 20, 2011). A senior Iranian commander has lately announced that the country has gained self-sufficiency in manufacturing simulators, adding that the country now possesses more than 800 home-made simulators.

"At present more than 800 simulators have been produced and put into operation by the Defense Ministry," Lieutenant Commander of the Iranian Army Ground Force for Coordination Affairs General Mohammad Hassan Baqeri said in September. Baqeri said Iran used to import these systems from the foreign countries, including the US and Britain, while it is now among the few countries which own the technical know-how for building them. **Source : Fars**

## Bergen Group Awarded Contract for Frigate Maintenance

Bergen Group Laksevåg has signed a contract with the Norwegian Defence Logistics Organisation for the main technical overhaul of the frigate **F-310 HNoMS Fridtjof Nansen**. The contract has a total estimated value of NOK 65 million, and the work will be carried out during the period December 2010 to August 2011.

The project involves the planning, coordination and execution of scheduled maintenance, corrective maintenance and other additional works. During certain periods, the project will employ 120 operators and technical staff. A large number of external equipment suppliers will also carry out work on board. The project will be executed at the quays at Laksevåg and the Navy's main base at Haakonsvern just outside Bergen. .

"For Bergen Group Maritime Service this contract award is an important milestone in a long-term strategy to further develop our expertise and capacity related to complex maritime projects. The Navy is a demanding customer, which is challenging us constructively on precisely these areas", says Terje Arnesen, Executive Vice President in Bergen Group Maritime Service.

Bergen Group's cooperation with the Norwegian Navy dates back to 2002 when the shipyard took over the traditions of many years of collaboration between the Navy, BMV Laksevåg and the former Mjellem & Karlsen shipyard. The new frigates are very complex ships, and this demands a high level of competence and quality in the implementation of such a project. The awarded contract includes 800 specific job packages, each of which requires extensive documentation throughout the process until the final reports.

The main routine of **HNoMS Fridtjof Nansen** requires extensive cooperation between Bergen Group Laksevåg and technical personnel from the Navy. An important product of the collaboration is the development of an experience base, which will be used for later work. Both parties are entering a challenging period of building competence in relation to the work on the complex systems on board. The project organization is therefore optimized in order to ensure efficient communication in the project period. Navy representatives will have integrated offices with the shipyard's project managers, and the shipyard's project organization will also be onsite at the Navy's main base when the work continues there.

Bergen Group Laksevåg is part of the listed company Bergen Group's Maritime Service division. This division had a turnover of NOK 323 million in 2009. Total revenue for Bergen Group in 2009 amounted to NOK 5.1 billion. The group has a total of 1,800 employees spread over a number of companies along the Norwegian coast from Stavanger in the south to Kirkenes in the north. **Source: Bergen Group**

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## China to overtake Korea as world's No. 1 shipbuilder





Photo : Sjaak Broere ©

South Korean shipbuilders are likely to be outpaced this year by Chinese competitors with surging freight demand, government subsidiaries and cheap labor. It will be the first time that Korea, home to seven of the world's top 10 shipyards, will have lost the No. 1 slot since 2003, when it finished behind Japan. According to Clarkson Research Services, a London-based market researcher, the total completed shipbuilding volume of Korean shipyards stood at 13.36 million compensated gross tons in the first 10 months of the year, compared to Chinese firms' 14.8 million CGTs. The market share of Korea and China for that category was 31.8 percent and 35.3 percent, respectively. Local shipbuilders also fell behind their Chinese counterparts in the number of new orders they won during the 10-month period.



The **Zhejiang Hexing Shipyard** at Wenling (China) – Photo : Clemens Smits ©

Korean firms won a combined 9.81 million CGTs of orders, which accounted for 37.9 percent of the global total, while their Chinese rivals clinched 11.7 million CTGs, which took up 45.3 percent of the world's total. Korean shipyards' order backlogs came to 45.39 million CGTs as of Nov. 1, far lower than that of 51.67 million CGTs for Chinese shipbuilders, according to Clarkson. Despite the financial crisis, the Chinese shipbuilding industry has grown exponentially over the past few years, thanks to cheap labor, government support and technological development. "In light of the current trend, it is almost certain that China will overtake Korea and emerge as the world's largest shipbuilding country this year," an industry source said. "China has a lot of small and medium-sized shipyards, most of whose orders are coming from within the country." **Source: Korea Herald**

## China: Ship building industry recovers after economic recession

In more than 40 years, the vast and deep ocean gave Li Changxian everything except worries. But ever since the inception of the global financial crisis two years ago, the 44-year-old billionaire has fallen in the blues. Standing in the once-bustling Hongda Shipyard he run in Taizhou, Li Changxian put his hand on the rusty hull of an unfinished ship and wondered whether it would set sails at sea. Li Changxian's question also rang in the ears of the private shipyard owners in the coastal city, now a world manufacturing center of small and medium-sized vessels. Li Changxian made his foray into the shipbuilding industry in 1997 by joining his uncle's shipyard. Thanks to the fast-growing maritime market, Li soon earned a fortune and started his business with two partners in 2007. However, the tide turned abruptly in the wake of the 2008 global economic crisis. Cash-strapped shipping companies froze fleet expansion plans by scrapping or delaying orders of new ships, which quickly drained the liquidity of private shipyard owners like Li Changxian. Financial difficulties threw Taizhou's shipbuilding industry into deep recession, leaving more than 100 vessels abandoned on the shipway or kept at anchor.



The **JASCON 18** seen fitting out at the JIANGSU ZHONGTAI STEEL STRUCTURE CO along the Yantze river

Photo : Sjaak Broere ©

Instead of waiting for their wealth ebbing away, private shipyard owners in Taizhou expanded their business scope by means of setting up repair service, leasing out shipways or putting unsold ships for charter, as advised by the Chinese government. The Chinese government has rolled out measures to change the business development mode of export-dependent factories along the eastern coast. Technology assistance programs and tax incentives were put forward to facilitate a speedy adjustment of the industrial structure. In the first 10 months of 2010, China's shipbuilding industry saw a strong growth in tonnage terms with ships totaling more than 50 million deadweight tons hitting the ocean, according to the Ministry of Industry and Information Technology. Helped by government incentives and the quick recovery of global shipping industry, private shipyards in China restarted their suspended shipbuilding projects. Now, the number of unsold ships, whether finished or not, dwindled to less than 30 and none of Taizhou's private shipyards went bankrupt. Though still walking on thin ice, Li Changxian, who has lost 40 million RMB yuan (6 million U.S. dollars) in profit, grew more sanguine about tiding over the hard times. Just a couple of days ago, one of the four ships abandoned in his shipyard was rent out, bringing the shipyard owner a monthly money inflow of 800,000 yuan (120,000 dollars). "I know what happens when my ship goes out." A chemical tanker of 10,000 deadweight tons, which is bought by a Greek shipowner, lie at anchor after launch at Haimen Port in Taizhou, east China's Zhejiang Province, Nov. 21, 2010. **Source: Xinhua**





The **SAMPSON** seen entering the drydock at Shipdock in Amsterdam

Photo : Hilka Wilms ©



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## ROUTE, PORTS & SERVICES



The **LE DIAMANT** seen anchored off Singapore – Photo : Capt Jelle de Vries ©

### Minister welcomes Celebrity Eclipse, lauds line for confidence in St. Kitts and Nevis as a preferred cruise destination

Stating with confidence that Celebrity/Royal Caribbean International Cruise Line has adopted St. Kitts as a preferred cruise destination in the Caribbean, St. Kitts and Nevis' Minister of Tourism and International Transport, Sen. the Hon. Richard "Ricky" Skerrett welcomed the fifth ship of the Celebrity line to call at Port Zante on Wednesday.

As he spoke at a Plaque and Keys Exchange Ceremony to mark the inaugural call of the MS **Celebrity Eclipse**, another Celebrity cruise ship, the **Millennium** was berth on the other side of Port Zante. This Minister Skerrett said a significant vote of confidence in St. Kitts and Nevis as a tourism destination.

"When you add these two ships – the **Celebrity Eclipse** and the **Millennium** – with the **Mercury** and **Summit**, both of which visited here last week and the Celebrity Equinox, it is five Celebrity ships that will be calling during the 2010/2011 Cruise Ship Season," he told invited guests including Deputy Prime Minister and Minister of National Security, Hon. Sam Condor; Minister of Education and Information, Sen. the Hon. Nigel Carty, Cabinet Secretary, Mr. Joseph Edmeade; Permanent Secretary in the Ministry of Tourism, Mrs. Patricia Martin; Permanent Secretary in the Nevis Ministry of Tourism, Mr. Tyrone O'Flaherty, Chief Executive Officer of Delisle Walwyn & Company Ltd, Mr. Denzil Crooke, Acting Commissioner of Police, Mr. Stafford Liburd and OAS Resident Representative, Mr. Starrett Greene.

Minister Skerrett pointed out that his data indicates that the five Celebrity cruise liners represent just over 190,000 passengers calling at St. Kitts' Port Zante this season with a total of 47 calls from the Celebrity brand alone, which is part of the Royal Caribbean International/Celebrity group.

He disclosed that when the calls by RCI's **Serenade of the Seas**, **Adventure of the Seas** and **Explorer of the Seas** are added that will be eight ships of the Celebrity/Royal Caribbean International company with a total of 190,000 passengers which represent around 30 percent of the cruise ship business that comes to St. Kitts and Nevis.

"This is indeed a significant vote of confidence in our destination. It is a lot for us to be appreciative of," said Minister Skerrett, who personally thanked Federico and the decision makers in itinerary schedule planning for brining Celebrity Eclipse to St. Kitts. Minister Skerrett described the **Celebrity Eclipse** as "luxurious, not just hot off the production line, but is of the latest technology and it brings to the table, all that is new, modern and exciting and on the higher end of the cruise industry." "It is not by accident that this particular brand is adopting one ne of its favored ports," said Minister Skerrett, Although stating that all of the cruise ship ports in the Caribbean are very special ports and the Caribbean is the largest destination for cruise ships in the world, Mr. Skerrett pointed out that some cruise lines

understand that better than others and will show tangibly their commitment to the Caribbean better than others. "Certainly Royal Caribbean international Caribbean/Celebrity is one of those cruise lines that constantly shows a strong commitment the Caribbean in general and in now in St. Kitts and Nevis in particular," said Minister Skerritt as he personally and officially thanked the ship's captain and other officials of the ship and stakeholders. **Source :** [sknvibes.com](http://sknvibes.com)

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**motor vessel "SCAN BRASIL"**  
<http://www.admiralty.co.za>



The dredgers **HAM 311** and **COASTWAY** seen during rain bowing at the reclamation of one of the four Upper Zakum Artificial Island 50 miles out of the coast of Abu Dhabi, main contractor of this project is National Marine Dredging Co which receive the contract from Abu Dhabi National Oil Company ( ADNOC ) **Photo's : Maarten Mostert**



## **Panama Canal expansion is progressing**

The expansion of Panama Canal joining the Pacific and Atlantic Oceans has been going on continuously since the work began 38 months ago. The expansion is to be completed in 2014.

A key part of the canal expansion is the construction of floodgates in the Pacific and the Atlantic, which will allow the biggest ships to pass by the canal. The work is expected to be completed in 2012 and 2013. The new floodgates, which work as big aquatic elevators for the ships, will be four times the size of a soccer field, allowing the passage of post-Panamax vessels, which have a cargo capacity of 12,000 containers. The canal, designed in 1904 to accommodate ships 267 metres in length and 28 metres wide, is too small to handle the post-Panamax ships that are three times as big, making it necessary to expand by building a new set of docks. Through the expansion, the ACP aims to double the transit capacity of the 80-kilometre canal, which currently handles about five percent of world trade. **Source : Dredging Today**



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The **RIO CHICAGO** seen departing from the Port of Santos/SP  
Photo : Gustavo Castro de Sousa – source : <http://santosshiplovers.blogspot.com>

## O.W. Bunker begin operations in Panama

O.W. Bunker, one of the world's leading suppliers and traders of marine fuel, has launched physical operations in Panama. The decision underscores O.W. Bunker's continued focus on South America, as a fast growing economy, and as a critical market for future growth.

"South America is a rapidly expanding market, which will see an increase in demand for fuel oil and related services. Based on our knowledge and understanding of the region, combined with our global, we believe that we are well positioned to meet any demands or challenges that our customers might face", says Götz Lehsten, Vice President, OW Bunker.

**M/T Otilia**, a state-of-the-art double-hulled vessel from O.W. Bunker's global fleet, will support the company's physical operations. **M/T OW Otilia** is one of the largest bunker barges operating in Panama with a capacity of 8,000 mt. It has a pumping rate of up to 700 m<sup>3</sup> to ensure speed of service, and flow meters and an electronic cargo control system to guarantee the quantity.

As well as providing a full range of fuel up to IFO 380 cSt, as well as distillates, the vessel also has digital onboard blending equipment so that products can be delivered precisely to required specifications. The vessel is also managed from O.W. Bunker's European headquarters to ensure universal standards of HSE excellence and customer service.

Source: O.W. Bunker / [maritimedanmark.dk](http://maritimedanmark.dk)





Heerema's **RETRIEVER** seen with the **HERMOD** in the port of Cape Town - Photo : Allan Barnard ©

## Hubei to invest \$26.5 billion on port expansion

Authorities in Central China's Hubei province announced Sunday they will invest more than 180 billion yuan (\$27 billion) to expand throughput capacity of Wuhan New Port on the Yangtze River between 2011 and 2020. The move comes as Hubei seeks to explore the shipping potential of the Yangtze to make the port, which covers the cities of Wuhan, Huanggang and Ezhou, the shipping center for the middle reaches of the country's longest river.

Although the provincial government gave no exact figure for the full 10-year project, it said the investment between 2011 and 2015 would amount to 176.6 billion yuan. The investment will help expand annual cargo throughput to 200 million tons and container throughput to 2 million twenty-foot equivalent units (TEUs) in 2015 from the current 100 million tons and 650,000 TEUs, it said. The annual throughput is expected to increase to 240 million tons and 5 million TEUs in 2020. Source : ChinaDaily

## Maersk Oil to drill in Baffin Bay, Greenland

Maersk Oil has been awarded a licence covering Block 9 in Baffin Bay, offshore West Greenland. The frontier exploration block is 11,802 sq km. Nunaoil, Greenland's national oil company, will be a partner with a 12.5% interest.

"We are pleased to have been granted the exploration rights for Block 9. We are confident that we can use our strong technical skills and pioneer mindset to turn the exploration work into a commercial success", says Lars Nydahl Jorgensen, Head of Exploration at Maersk Oil.

Maersk Oil, recognising the sensitive environment of the region, is committed to running a safe and responsible operation in Greenland. Any drilling activity will not start for another 3-5 years and will commence only after all environmental aspects of the operation have been fully assessed and addressed. "Our top priority is a strong safety and environmental performance and we will cooperate closely with the Greenland authorities and independent experts in implementing these objectives", Nudahl Jorgensen says.

"We will start our drilling campaign only if we are sure we can do it without putting both the environment and our people at risk". Maersk Oil will immediately begin work on plans to establish a field research facility located in the Baffin Bay area, to be made available for use to the authorities, the industry and the scientific community at large. In this way, Maersk Oil hopes the facility will be of benefit to Greenland and the environment as a whole.

Maersk Oil now plans to acquire, process and interpret quality seismic data. If exploration activities lead to the discovery of commercially viable field development, oil production could commence in 10-15 years from today.

Source: Maersk Oil / [maritimedanmark.dk](http://maritimedanmark.dk)



The **SALVAREE** seen anchored off Singapore – Photo : Capt. Neil Johnston ©

## **GE Shipping to buy general purpose product tanker**

Great Eastern Shipping Company Ltd said on Friday, it has signed a contract to buy a general purpose product tanker. The 1991 built ship (of about 28, 600 dwt) is expected to join the company's fleet during Q3 FY 11. The company's current fleet stands at 32 vessels, comprising of 27 tankers (10 crude carriers, 16 product tankers, 1 LPG carrier) and 5 dry bulk carriers with an average age of 9.4 years aggregating 2.49 mn dwt. Source: [The Hindu Business Line](#)

## **MISC to refocus its liner business in Asia next year**

MISC Berhad is gearing to refocus its liner business in Asia next year, with India as its priority, largely spurred by significant growth of the sector. By increasing more ports of call in India and the South Asia region, MISC is looking to position itself as the preferred carrier in the intra-Asia and Oceania region. "We are expanding in key strategic markets and will focus more on intra-Asian trade, India and China. "Freight is growing in this region. We will be looking more to the Indian sub-continent as well," Baharuddin Arbak, MISC vice-president (Liner Business) told Bernama in Delhi. Earlier this year, MISC signed a joint venture agreement with Crescent Shipping Agency India Ltd, its third party agent, to form MISC Agencies India Pvt Ltd, to spearhead its Indian operations.

In October, MISC added another milestone when the carrier connected the two major growing economies — China and India — with its Halal Express Service 2. Its first vessel arrived in Chennai Port in late October. "This service offers the fastest transit to China from the east coast of India, in nine days to Shanghai, as against the other lines offering 13 days. "This revised halal service loops two promises to be a mega success," said Capt. B. Mahapatra, general manager of MISC Agencies India. On Friday MISC India opened its new office in Delhi, the second after its Mumbai headquarters. Besides India, the Malaysia-based carrier, plans to intensify its existing services in Bangladesh, Pakistan and Sri Lanka next year. **Source : Bernama**



Newly delivered **STANFORD KITE**, sailing away from Mawei Shipyard South East China. **Kite** is first in a series of 6 x 58M MPSVs being delivered to Stanford Marine over the next 6 months, having accommodation for 50, DPS-1 with a deck stiffened to receive a 50t Pedestal Marine crane, she is ideally suited for PSV duties and small maintenance, hook up type work role. **Photo via : Robin F Reeves - Stanford Marine Asia Pte Ltd**

## New wave of strike begins in Vancouver port

The spectre of another crippling strike at Port Metro Vancouver is being raised by angry container truckers, reported Vancouver Province. They claim that rates negotiated after a bitter, five-week strike in 2005 are being undercut. "We're in bargaining right now with 12 different companies," said Gavin McGarrigle national representative for CAW, the Canadian Auto Workers union. "We're getting to the point where a strike option is definitely a possibility and we haven't ruled that out yet." About 400 disgruntled truckers drove in a protest convoy that tied up traffic on Saturday. McGarrigle said they want to sit down with port officials and with both the BC and federal governments. "We don't want to be perpetually at war with the port and continually fighting to maintain our rates," he added. McGarrigle said minimum rates negotiated in the settlement of the 2005 strike called for truckers to be paid from US\$100 to \$135 per container, per move, in each direction. "We've had many reports of people being paid \$80, \$70, \$60 or \$50 per move," he said. McGarrigle said the CAW wrote to port president Robin Silvester and he offered to continue meeting. But he said the union has had no response to its calls for meetings with Stockwell Day, federal minister for the Asia-Pacific Gateway, BC Labour Minister Iain Black and Shirley Bond, BC Transportation Minister. No one could be reached from Port Metro Vancouver. **Source: cargonewsasia**





Swire Pacific Offshore's 8800BHP, 120t BP tug **PACIFIC VIGOUR** running an anchor between two jackets for the barge **DB101** offshore Malaysia. The **DB101** was chartered to erect the topsides for the jackets in the north of the Dulang Oil Fields and were supported by the Swire's **PACIFIC VIGOUR** and the **PACIFIC VALOUR**. Both vessels were utilised to bring in the topsides on their deliver barges and conducted material and personnel transfers for the barge. Despite the onset of the NE monsoon, all the operations were conducted without incident and the DB101 then towed to Borneo Island for its next installation. **Photo : Grant Bairstow ©**



The **VOLVOX MAXIMA** seen in Rotterdam – Waalhaven – **Photo : Ralf Kroon ©**

## Flag Action

Seafarers' and dockworkers' unions in India and Sri Lanka held a week-long action against flags of convenience (FOC) shipping from 22 to 26 November. ITF inspectors and union activists at all major ports in India launched an investigation of ships, crew contracts and working and living conditions on board FOC ships, notorious for employing seafarers on exploitative conditions.

On its first day alone, the inspection covered 24 vessels in various Indian ports and Colombo, Sri Lanka. Joint dockers' and seafarers' action in Mumbai led to the signing of an ITF-approved agreement on board the Greek-owned but Panama- flagged Lugela, ensuring respectable wages and decent working conditions for its Ukrainian crew. Inspections in Visakhapatnam led to the opening of negotiations with a Hong Kong-based shipping company, and a notice of warning for the Panama-flagged Xinda. In Haldia, union activists took action demanding renewal of a crew agreement on the US-owned, Marshalls Islands-flagged Harries, which had expired in March 2010.

The week of action was specifically targeting ships owned and/or operated by companies in the United Arab Emirates (UAE), which have a poor reputation for employment rights. **Source : ShipTalk**



The **SKANDI SKOLTEN** seen at Peterhead.

**Photo : Jim Prentice - [www.Caledoniantransportphotos.blogspot.com](http://www.Caledoniantransportphotos.blogspot.com) ©**

## Nordic Tankers takes another blow

In the first three quarters of 2010 Nordic Tankers realised a loss before adjustments and tax of 13,7m dollar, and a loss after adjustments but before tax 22,2m dollar. TCE revenue generated as of 30 September 2010 was 50,6m dollar

"Nordic Tankers continues to focus on exploring the opportunities offered in the current weak market to grow the fleet and expand our market presence. A new 19.000 dwt stainless steel pool was established, starting with seven vessels under Nordic Tankers' management. Our time charter and trading activities also grew through further chartering of

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 334

tonnage in the stainless steel segment and through the conclusion of several new contracts of affreightment", says CEO Tommy Thomsen.

The result, which is negatively influenced by the continued weak freight markets and the effect of a weaker dollar in the third quarter, reflects management's expectations, and expectations for the full year 2010 of a loss before adjustments and tax of between 20 and 25m dollar remain unchanged.

In connection with the preparation of the interim report Nordic Tankers has performed impairment tests and found that the chemical tanker segment is impaired by 6,2m dollar, which has consequently been written down on goodwill.

The fair value of the deferred contingent payment for the Clipper organisation has also been reviewed and a positive adjustment of 5,9m dollar has been made in the third quarter. The net effect of these two adjustments is a loss of 0,3m. EBITDA for the first three quarters of 2010 was 2,8m dollar and expectations for EBITDA for the full year 2010 are adjusted from previously 4-8m dollar to 3-6m dollar in light of the continued historically low freight rates, while the expected result before tax and effect of currency exchange rates, of a loss between 28m dollar and 33m dollar is kept unchanged. **Source: Nordic Tankers / maritimedanmark.dk**



Newsclippings contributor **Frans Sanderse** seen taking photos for the newsclippings whilst piloting the **FLEVOBORG** into the Eemhaven in Rotterdam  
**Photo : Marijn van Hoorn ©**



## OLDIE – FROM THE SHOEBOX



The Dutch flagged **POOLSTER** – Photo : coll. Kees van Huisstede

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



The new **MULTRATUG 3** seen showing her capabilities off Maassluis whilst enroute Rotterdam  
Photo : Nico Ouwehand ©

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