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Number 336 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Thursday 02-12-2010**

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The 2008 built MHL flag LNG carrier MAERSK MARIB anchored 18 miles offshore Malta on Friday 26th November 2010.

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

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Rolldock orders OCTOPUS-Onboard for newbuild vessel

Amarcon is proud to announce that Rolldock has ordered **OCTOPUS-Onboard** for the newbuild Multipurpose Heavy lift vessel **Rolldock Sea**. This vessel is a sister ship of the **Rolldock Sun**, that has been in use from the beginning of 2010. All the ships from Rolldock use similar principles, a combination between float-in/float-out, roll-on/roll-off- en lift-on/lift-off capabilities.

The **Rolldock Sea** is equipped with two cranes and a loading deck that can be adjusted into several positions, making it possible to adapt to every sort of dock in the world. Furthermore, the ship is semi-submersible. This means, by letting in water in ballast tanks, the **Rolldock Sea** is capable to let itself sink to a certain depth. In that way ships with a maximum draught up to 6 meters, can sail on to the loading deck of the **Rolldock Sea**. After letting the water out of the ballast tanks, the vessel is brought up again so that the cargo can be transported.



The **ROLLDOCK SUN** seen off Singapore - Photo : Piet Sinke ©

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Kraanschip geladen op schip Osprey

De **TOG MOR**, welke uitgerust is met twee grote kranen en bedoeld voor het aanleggen van pijpleidingen, is inmiddels naar Nederland vertrokken. De **TOG MOR** is dit jaar voor de derde maal naar Curaçao gekomen en lag al ruim een week bij Caracasbaai aangemeerd. Omdat de **TOG MOR** niet is uitgerust met een v-neus en onvoldoende vermogen heeft, zal het door een gedeeltelijk afzinkbare schip, de **Osprey**, vervoerd worden. De **TOG MOR** werd Woensdagochtend rond negen uur op de **Osprey** overgeheveld.



De **TOG MOR** behoort tot de Allseas Group en heeft gedurende het afgelopen jaar meerdere malen werkzaamheden in Trinidad uitgevoerd. Het schip wordt ingeroepen wanneer er pijpleidingen moeten worden aangelegd. De **TOG MOR** is uitgerust met propellers en motoren en kan zich voortbewegen maar is niet bedoeld voor overbruggingen over grote afstanden. De **TOG MOR** is 111 meter lang en biedt accommodatie aan 112 bemanningsleden. Ze is uitgerust met twee kranen: een van 300 ton en een van 79 ton. De Allseas Group heeft tot nu toe binnen 200 projecten, over een lengte van meer dan 14.500 km, pijpleidingen gelegd. De vorige keer dat het schip met twee kranen op Curaçao was, heeft Kompania di Tou Kçrsou (KTK) de opdracht gekregen om haar naar Trinidad te slepen.



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

De **TOG MOR** heeft gedurende haar verblijf op het eiland, een grote donatie gedaan aan Kinderoorden Brakkeput. De schenking bestond uit voedsel en proviand van het schip. Kinderoorden Brakkeput heeft door deze donatie tot en met februari voldoende voedsel.

De **Osprey** is een semi-submersible schip en kan 10,5 meter, boven dek, onder water zakken. Middels deze methode kan het schip grote schepen en platforms vervoeren. Het schip biedt accommodatie aan dertig man. De **Osprey**, met een deklengte van 157 meter, kwam gisterochtend omstreeks elf uur aan en heeft tot vanochtend in het midden van

Caracasbaai geankerd gelegen. KTK stond hierdoor 24 uur op stand-by, om assistentie te kunnen verlenen in het geval het schip, door bijvoorbeeld weersomstandigheden, haar positie niet zou kunnen handhaven. Omdat de **TOG MOR** goed gezekeerd op de **Osprey** moet staan alvorens de overtocht te kunnen maken, werden er dinsdag brakkets gelast en geplaatst. Volgens planning is het Noorse schip gisteren aan de reis naar Nederland begonnen. **Bron : Amigoe**

For the loading was as Warranty Surveyer appointed John Smit from Bramar Caribbean Inc / Curaçao



The **AZURA** seen moored in Bonaire – **Photo : Henk Ram ©**

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Tanker vessels take center stage

The tanker freight market has suffered from oversupply issues during the past few months, thus offsetting the factor of improved oil demand compared to the previous year. Among the leaders in tanker investments have been Chinese ship owners, as the Asian powerhouse continues to invest in vessels, in a strategic attempt to reaffirm its status as a major ship owning and maritime nation, which in turn can yield significant results in terms of lowering or at least having a word in sea transportation costs. According to a recent report from London-based shipbrokers Gibson, China continues to optimize investment in order to control costs and snap up assets at every opportunity, with the tanker market being no exception. Gibson said that ten years ago, Chinese domestic owners controlled an elderly tanker fleet that amounted to a mere 3.2 million tonnes deadweight. These tankers were mostly small vessels operated by a handful of owners and trading coastal or Pacific Basin. "Today the picture is very different with a large modern fleet covering the complete spectrum of sizes. China's tanker fleet today amounts to 16.8 million tonnes and trades

worldwide to cater for their insatiable demand for oil. Add to this total a further 8 million tonnes on order and it is not too difficult to visualise China's goal of achieving 40% of its oil imports on domestically owned tonnage by 2015; this would still leave 60% of a growing market open to independent owners" said the report.



The **UNITED RESOLVE** seen anchored off Singapore – Photo : Piet Sinke ©

The shipbroker also said that today's Chinese tanker fleet includes 32 VLCCs (18 of which were built in China) with another 22 scheduled to be completed by June 2013, all from domestic shipbuilders. "Not bad for a nation which 10 years ago had just acquired its largest tanker through acquisition of a double-sided LR2 from a European owner. So over the past decade, China has not only become the largest shipbuilding nation in the world, but is very rapidly strengthening control of its ever increasing transportation requirements (not just in oil) under national control. Of course the good news for the tanker market is that China's crude oil demand regularly shows double-digit growth. On top of this growth, China continues to plan for long term oil security which requires more long-haul transportation from as far away as Venezuela and more recently Brazil. China needs this oil, cost is not so much of an issue, any price hike can ultimately be passed on through exported goods" it said. Also, it must be noted that recently COSCO time chartered two VLCC newbuildings for a five-year period, in what could be interpreted as a prelude to finding more cover for its oil import requirements until the next generation of newbuildings are completed. Meanwhile, a couple of weeks ago, an unconfirmed report that Grand China had purchased a 1999 built VLCC could also be an indication that China is once again about to embark on the asset trail. Gibson mentioned that this purchase is the first second-hand VLCC sale to Chinese owners, for further tanker trading, for 2 ½ years. "So while many practitioners in the tanker market baulk at the tanker supply situation, China may look at this as an opportunity to lock into the 'one shop' market that is now available in China. The thirst for crude oil coupled with the domestic capability to build and finance more tonnage may be too alluring for China to delay further tanker acquisitions" the report concluded.

As for the state of ship investment market during the previous week, Golden Destiny's latest report indicated a total of 28 sales reported both in the secondhand and demolition market. but the highest activity was evident in the new building market, with a staggering 50 orders in total. "In the secondhand market, 18 vessels reported to have changed hands this week equalling a total amount of money invested around of US\$ 430,600,000, with just 4 transactions reported on private terms. In terms of reported number of transactions, the S&P activity has been marked with a 48.5% negative w-o-w change. The Greek presence has been noticed this week in 4 transactions reported in the secondhand and 5 in the newbuilding market. The preference in the secondhand market was towards the handysize-handymax bulkcarriers and a small tanker that was acquired at auction and in the newbuilding market all in the bulkcarrier sector and more specifically in the newcastlemax and kamsarmax sectors, while the total invested capital was around \$ 56,000,000 mil and \$ 161 mil (while in two orders no price has been disclosed) respectively" Golden Destiny said. Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

Pirates attack, abandon Turkish ship

Pirates boarded a Turkish freighter in the Indian Ocean but abandoned the vessel after not being able to locate its crew who had hidden in a secret place, authorities said in a news report. Pirates attacked the 'August 26' on Saturday, 150 nautical miles (about 270 kilometres) north-east of the Yemeni island of Socotra as it was leaving the Gulf of Aden, the Anatolia news agency reported, citing a government statement. "As the ship's personnel had hidden

themselves in a secret and safe place, the pirates left the boat," said the statement from the maritime authority's rescue cell. "Last Sunday, a NATO patrol ship reached the aforementioned ship and started communicating with it. It was established that the boat was secure and its crew in good health," it added. NATO is conducting an anti-piracy operation in the area, where Somali pirates are active. Pirates are holding about 30 ships and more than 500 sailors, according to the Ecoterra International group which tracks piracy in the region. Source: AFP

Ship breaks down off WA's Ningaloo reef



One of the largest luxury boats in the country is being towed back to Exmouth off WA's North West coast after breaking down.

The privately-owned super yacht, which is a former ice breaker, was on its way home to Fremantle after a charity run to Timor-Leste, when the main motor failed. The master of the [Lissa Solklint](#), Mack McCormack, says the ship was six hours out of Exmouth heading south when it became stranded.

"We're adrift, it's about six nautical miles off Yardie Creek, along the Ningaloo Reef there, and fortunately the wind was blowing offshore and it was a very nice night," he said Source : Yahoo News



The above mentioned [LISSA SOLKLINT](#) is built as the [SOLKLINT](#) (IMO 5333567) during 1956, under the Swedish flag, was renamed in 1977 in [NEA](#) followed in 1979 in [LISSA](#), as she can be seen above in Port Phillip in 2007, in 2000 the flagstate was changed into Cook Islands until 2009 when she was brought under Australian flag and renamed in [LISSA SOLKLINT](#) (671 DWT)

Photo : Andrew Mackinnon - www.aquamanships.com ©

NEDERLANDSE MARITIEME LUNCH IN SINGAPORE

Beste Maritieme Medelanders,

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

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

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



De lunch, welke o.a gesponsord word door "FRANKLIN Europe" en "TAT HONG" , zal dit keer worden gehouden in de **TRADEWINDS BAR** van de :

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Namens :

Hendrik ten Hoeve – Compass Energy
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Richard van der Werf – T&T Bisso Salvage Asia
Renier van den Bichelaer – Smit Salvage Singapore
Piet Sinke – T&T Bisso Salvage Asia

Maritieme club "de Ruyter" – Singapore

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

Commission launches pilot "blue belt" project to make shipping within Europe more attractive

The European Commission has launched a pilot project designed to reduce administrative burdens in shipping. Short sea shipping is an environmentally friendly way of transporting freight within the European Union, but complex procedures hamper its full development. These could be overcome by creating a "blue belt" for maritime transport in which ships could operate freely within the internal market, with a minimum of administrative burden, by using the latest technology to monitor maritime transport. Substantial work on the one-year pilot project will be carried out by the European Maritime Safety Agency (EMSA). The project should help in assessing which services the European vessel traffic monitoring system – known as SafeSeaNet – can offer customs authorities to support their mission, while reducing the administrative burden on short sea shipping. SafeSeaNet will make it easier for authorities to distinguish between ships engaged exclusively in internal EU-trade and other ships, offering ships engaged exclusively in intra-EU trade a regime comparable to road haulage. The SafeSeaNet system monitors vessel movements and permits the exchange of vessel data between Member States. See also: http://ec.europa.eu/transport/maritime/index_en.htm European Maritime Safety Agency: <http://www.emsa.europa.eu/> For further information on EU customs policy: http://ec.europa.eu/taxation_customs/customs/policy_issues/index_en.htm



Groupe Ocean tug **Escorte** at Oshawa, Ontario Canada on 11/28/10. - Photo : Lorraine Morrill ©

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29th November around noon the **Skarv FPSO** departed from SHI yard (Geoje, S-Korea) enroute Norway under command of **Capt. Bertus Glas** onboard the leading tug **Fairmount Summit** and **Capt. Jan Weerman** on the second tug **Fairmount Sherpa**.

Man Charged For Dropping Cruise Ship Anchor

Passenger Also Threw Life Preserver Overboard

The FBI says a California man who says he was drunk dropped anchor on a moving cruise ship. According to an FBI affidavit posted Monday on The Smoking Gun website, 44-year-old passenger Rick Ehlert entered a restricted area, put on work gloves and released the rear anchor on Holland America's **MS Ryndam**. It was heading from Costa Maya, Mexico, to Tampa.

Ehlert is in custody and faces federal charges of attempting to damage a vessel and endangering a ship's safe navigation. The ship was not damaged Saturday. But the FBI says the anchor could have punctured the ship and caused it to sink or severely flood. The FBI says Ehlert acknowledged releasing the anchor and throwing a life buoy overboard. The affidavit says Ehlert explained that the anchor system was similar to that on his 50-foot boat. **Source :** WPXI

Warship home from pirate-hunting

The Russian Northern fleet's warship "**Admiral Levchenko**" has returned to Severomorsk. The large destroyer has been in the Gulf of Aden since early July where it has been escorting 51 vessels during the last five months. **Admiral Levchenko** arrived home to Severomorsk on the Kola Peninsula Tuesday, reports Voice of Russia. Last week, Russia's President Dmitri Medvedev said that warships would continue patrolling commercial shipping routes off the Somali coast, RIA Novosti reported last week. Another group of Russian naval vessels will take over the mission in the waters off Somalia from December. The task force will consist of vessels from the Pacific fleet. Source : [BarentsObserver](#)

Boxships set to get 'bigger and bigger'

Boxships are set to get 'bigger and bigger' said Germanischer Lloyd's Hermann Klein – as he predicted the first 18 000-TEU ship orders were imminent. This as internet reports indicated that Maersk Line is close to placing an order for up to 20 container ships that would each be able to transport 18 000-TEUs.

Chinese yards were overlooked, the Korea Economic Daily reported – adding that the carrier is in negotiations with South Korea's Daewoo Shipbuilding on a contract that would be worth up to the equivalent of R14-billion. The newspaper, citing unidentified industry officials, said the deal would include firm orders for 10 of the new mega-ships and options for 10 more. The largest container ships in use today have a capacity of just under 15 000-TEUs and were first ordered by Maersk. Source : [ftwonline.co.za](#)



Pirate hijack of Iranian tanker driven off by armed team

An armed team onboard the Iranian VLCC **Hadi** are understood to have helped ward off capture, according to Lloyds List.

Internet reports said that the National Iranian Tanker Company (NITC) vessel loaded with crude oil was attacked by Somali pirates on November 25, in a central part of Arabian Sea. The vessel was fired upon from AK's and RPG, but managed to evade pirates and escape. Source : [ftwonline](#)

NAVY NEWS

Shameful ship fiasco as navy repair of HMAS Success botched

THE navy sex ship of shame, **HMAS Success**, had to make a return trip of 10,000km from Singapore to Perth due to a contract stuff-up with a shipyard. The biggest ship in the fleet was in Singapore for a port visit last month following a naval exercise in Malaysia and was due to stay for a \$30 million 14-week docking at ST Marine shipyard.



HMAS SUCCESS seen in Singapore – Photo : Piet Sinke ©

According to a well-placed source the defence purchasing agency botched last-minute contract negotiations for the ship's re-skinning so navy brass ordered her back to Perth so the crew could rest and see their families. The cost of the 10,000km round trip is estimated to have been about \$600,000.

The original plan called for half the 150-person crew to remain with the ship and half to fly home from Singapore. There was also a plan to pump fuel oil from the ship and store it in Singapore for future use by navy ships. Because of the contract delays she sailed all the way back to HMAS Stirling, south of Perth, and pumped the fuel and other contaminants off there. **Success** is based at Fleet Base East in Sydney so crew rest involved return airfares across Australia at a cost of about \$10,000. Originally the navy said the ST Marine double hulling offered the best value for money and would "coincide" with a port visit following joint exercises. It is understood the Singapore yard was between \$5 million and \$7 million cheaper than Australian shipyards. Defence said returning the ship to Australia was more "cost effective" and also gave the crew a chance to spend more time with families and for rest. Opposition defence spokesman David Johnston said that, as predicted by Australian industry, the double skinning contract had already run aground.

He said the notional savings by going offshore and using cheap labour had virtually evaporated in this foul-up. The findings of a \$3.2 million taxpayer funded judicial inquiry into allegations of sexual misconduct and bullying on board **HMAS Success** are expected to be released in early 2011. Source: The Daily Telegraph

Campaign to keep HMS Ark Royal's name

CAMPAIGNERS are fighting to keep the iconic **HMS Ark Royal** name after the Tyne-built aircraft carrier is taken out of service. The ship has been decommissioned three years early as part of the Government's defence cuts and some fear the name will die along with it.



With the British flag flying half mast the **ARK ROYAL** departed, escorted by a helicopter, from a wintery Hamburg, for her final voyage home for decommissioning in Portsmouth.

Photo : Robin Gijzel ©

The **Invincible Class** warship, built in Wallsend's Swan Hunter site in the late 70s, has performed 25 years of proud service. It is the fifth ship to be named the **Ark Royal**, with the first seeing action as the flagship in 1588 during the Spanish Armada. The name is known around the world and has become synonymous with the British Navy's proud history. There are no plans to name another ship **Ark Royal**, although Prime Minister David Cameron has said he would like to see the name live on.

In a bid to make sure the **Ark Royal** name is not consigned to the history books one man who served on the ship has launched an online campaign. Mark Davis served for three years as a communications rating on the **Ark Royal** between 1975 and 1978 during a 26-year career in the navy. He has set up a Facebook group called '**Save the Ark Royal Name**' and has also written to the Prime Minister about the issue.

Mr Davis, 53, from Plymouth said: "The **Ark Royal** is a part of naval history and we can't let the name disappear. "Wherever I went in the world people know the name and it carries a proud history. It is the pride of the fleet and I worry that if the name does not live on it will be slowly forgotten about. "It would be a travesty if the name was left to fade away." Last week 12,000 people flocked to see the 22,000 tonne vessel for the final time at Northumbria Quay, North Shields. Lieutenant Commander Phil Rogers said: "We've had a great time in Newcastle and been warmly welcomed by everyone. It really showed the kind of high regard in which the ship and the Royal Navy is held.

"Obviously we thank the people of Newcastle and the North East for their hospitality during our stay. We were delighted to be able to bring **HMS Ark Royal** back to Tyneside where she was built." The ship then sailed to Hamburg, before returning to Portsmouth for decommissioning next year.

See ARK ROYAL last visit to Hamburg at :

<http://www.youtube.com/watch?v=SdydvXGUo98>

Mr Davis, a married dad-of-two, added: "I want to get as much support as I can to keep the name. "I have only just started the group but I think we are going to get widespread support. If we put enough pressure on hopefully we can keep this great name alive." Speaking last week the Prime Minister said: "The name **Ark Royal** is incredibly powerful and emotive, and this is of course we should aim to keep alive. "Sadly, I don't have the power to automatically name new warships, but I think the case for keeping alive **Ark Royal** in the future is a very strong one.

"I think it was Churchill who played quite a role in bringing the name for **Ark Royal** for the third **Ark Royal**. "And its name will always be synonymous with bravery." To join the group Save The Ark Royal Name log on to www.chroniclive.co.uk and click on **Ark Royal**. Source : chroniclelive.co.uk

Russia to choose sub for next Bulava launch by Dec 10

The next test launch of Russia's newest missile Bulava will most probably be conducted from the new strategic submarine **Yury Dolgoruky**. A final decision will be made in the first ten days of December, a source in the commission for testing of the missile says. The next launch is scheduled for the second half of December.

The Russian state commission for testing of the Bulava submarine-launched ballistic missile has completed its analysis of the missile's latest two successful launches and will choose a submarine for further tests by December 10, a source in the commission said to RIA Novosti. Last time, a Bulava missile was successfully test-fired on October 29 from the nuclear-powered submarine **Dmitry Donskoi** in the White Sea, hitting a target on the Kura test range in Russia's Far East Kamchatka region some 6,000 kilometers to the east. It was the second successful firing in a month, coming after a series of embarrassing failures. Now, seven launches of the Bulava missile have been declared successful and their number has equaled the number of the missile's failures. - The work to study the results of the missile's latest two launches came to an end on Saturday. It was decided that the third test launch will be made in the second half of December. The exact date of the launch will depend on weather conditions in the White Sea, from which the missile is planned to be fired, the source said.

The government commission is currently deciding on the submarine to launch the Bulava missile. - With a great degree of certainty, we can say that a Bulava missile will be test launched from the Borei-class nuclear-powered undersea cruiser **Yury Dolgoruky**, which is preparing for tests. A final decision will be made in the first ten days of December, the source said. Source : BarentsObserver

New frigate's spec to be cut

Specifications for a new type of British warship designed by BAE Systems will be scaled back to shrink costs, which could prompt the country to order more ships, defence sources said yesterday. The Type 26 frigate, due for delivery in the early 2020s, is being developed under the Future Surface Combatant programme. Its specifications will be lowered partly to save money.

One senior defence ministry source said the cost of a ship will be cut to £250-350 million from about £500m. Another senior defence ministry source said that could allow more ships to be ordered, countering criticism that the navy has sacrificed numbers in favour of fewer hi-tech vessels, leaving it more vulnerable if they were lost.

Source : news.scotsman.com

French Rafale jet crashes off Pakistan's coast; pilot parachutes to safety

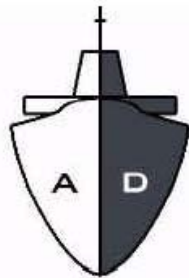
France's Defence Ministry says a French Rafale fighter jet has crashed into the waters off Pakistan after its pilot parachuted to safety. The Rafale was operating from the aircraft carrier **Charles de Gaulle**, which is stationed in the Arabian Sea to support the fight in Afghanistan.



The cause of Sunday's crash was unclear and an investigation has been opened. The ministry said the Rafale plunged into waters near where the aircraft carrier is stationed, more than 100 kilometres (60 miles) off the coast of Pakistan in the Arabian Sea. The pilot was unharmed and was picked up by helicopter. France has about 3,850 troops engaged in missions in and around Afghanistan. **Source :winnipegfreepress**

SHIPYARD NEWS

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Keppel, Jurong Brazil subsidiaries bid for Petrobras drill rigs tender

Shipbuilding and construction groups from Singapore and Brazil have bid for the tender issued by Brazil's Petrobras to build 28 deepwater oil drill rigs, the state-led oil company said Saturday. The Brazilian units of Singapore's Jurong and Keppel shipyards, Atlantico Sul and Eisa shipyards, and Brazilian construction groups Andrade Guitierrez, Odebrecht, UTC, OAS and Alusa bid for contracts to build the rigs in Brazil in lots of two or seven, Petrobras said in a statement. The bid prices for the rigs, which will be capable of drilling in waters in depths of 3,000 meters (9,843 feet) or more, ranged from an average of \$664.3 million for each of the seven rigs from Eisa in Rio de Janeiro to an average of \$1.07 billion for each of two rigs from Andrade Guitierrez.

Petrobras is buying and leasing drill rigs to explore for oil in and around giant new fields in deepwater in the Santos and Campos Basins near Rio de Janeiro and Sao Paulo. Between 20% and 50% of the value of the projects will have

to come from Brazilian goods and services. Keppel bid \$748.9 million for each of the rigs in the two-rig contract and \$738.9 million for each rig in the seven-rig tender. Jurong bid \$820 million for each unit in the two-rig contract and \$739.8 million for each rig in the seven-rig contract. Five companies also bid to lease four rigs to Petrobras for up-front activation or "mobilization" fees of \$31,600 to \$25.9 million and rental rates of \$639,000/day to \$790,000/day. The companies bidding to lease the rigs to Petrobras were Etesco, Petroserv, Queiroz Galvao Oleo e Gas and Saipem do Brasil. Etesco, Petroserv and Queiroz Galvao offered to lease semi-submersible rigs, Petrobras said. Etesco and Saipem offered to lease drill-ships. Source : Source: Platts

Drydocks World begins construction of Compact Semi-Submersible



Derwent is the world's first Compact Semi-Submersible design.

Drydocks World recently held a keel-laying ceremony for the Compact Semi-Submersible (CSS) vessel **Derwent**, which it is building for Hallin Marine Subsea International Ltd, a Superior Energy Services company, at Drydocks World's Nanindahs shipyard at Batam in Indonesia. The contract for the distinctive project is valued at US\$110 million.

Designed by STX Canada Marine the CSS has a semi-submersible hull, making it a cost effective alternative to large DSVs and larger, conventional semi-submersibles in providing subsea services as well as light well interventions. The primary focus of the vessel, which will be classed by

the ABS, will be light well intervention to provide repair and maintenance services. Source : Offshore shipping online

Maritime



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Vinashin woes have ripple effect

Developing shipbuilding countries hoping to be "the next Korea," or "the next China," might consider the woes of troubled Vietnamese shipbuilder Vinashin -- and their impact on the rest of the Vietnamese economy.

On November 19 Vinashin announced that it may delay the first \$60 million principal repayment on a \$600 million unsecured loan arranged by Credit Suisse in 2007. Moody's Weekly Credit Outlook said today that "this is a credit negative for Vietnamese banks with significant exposures to Vinashin's debt." "Because the debt-ridden conglomerate is 100 percent state owned," writes Carolyn Seet, Assistant Vice President - Analyst, "the market views its debt as backed by an implicit government guarantee. However, a delay in Vinashin's debt repayment will raise questions about the extent of government support to Vinashin, other SOEs (State Owned Enterprises), and Vietnamese banks."

"If there are long-term delays in debt repayment and a lack of government support, banks will be forced to restructure their loans to Vinashin, or eventually write off their exposures to the group, potentially eroding their capital."

The Moody's analyst notes that Vinashin had VND87 trillion (\$4.4 billion) debt outstanding at the end of June 2010, and accounted for 4.5 percent of the country's gross domestic product in 2009. In the past several years, the company incurred huge losses with massive and ineffective investments. The seriousness of the matter compelled the government to intervene. In October, the prime minister replaced the head of the Vinashin group, who had been suspended in July and later arrested because of the group's debts. Since then, other senior managers were also told to step aside to allow a probe of the company's operations. The government was driven to publicly announce a vast restructuring of the group. Most recently, KPMG, the group's auditor, is in the process of being appointed as a restructuring advisor to the company.

The newly reorganized shipbuilder now only focuses on shipbuilding and repair, supporting industry development and training, and shipbuilding human resources. Its prior interests in ports, real estate, and other non-core business sectors have been transferred to PetroVietnam and Vinalines, two major SOEs that Moody's says are not viewed as being in financial difficulty.

"Vietnam's economy is still dominated by SOEs, especially in the industrial and banking sectors," writes Ms. Seet. "According to government data, SOEs contribute 40% to Vietnam's GDP, but only 44% of them are financially healthy. We estimate the banking sector to have between 25%-40% of loan exposure to the SOE sector, with joint-stock banks being exposed to a lesser extent. On a broader note, we believe the Vinashin episode shows that timely government support to both the corporate as well as banking sectors cannot be reliably assumed. More importantly, the episode raises further questions about the risk of further credit losses in loans to Vietnam's SOE sector." **Source : MarineLog**

British shipbuilders axed because Poles are 30% cheaper:

300 workers on the Royal Navy's new carriers laid off

Hundreds of Britons who were building two aircraft carriers for the Royal Navy have lost their jobs because they were not as cheap as Polish workers, it was claimed last night. In the past six weeks, around 300 Britons working on the £5.2 billion warships have been sacked.

But none of the cut-price Poles has been laid off. They earn around £9.50 an hour while UK tradesmen doing similar jobs are paid £15 an hour. Some of the British workers were told they were being made redundant after receiving a text message at the end of their shift at BAE Systems' dockyard in Portsmouth.

The defence giant is part of a consortium building the 65,000-ton vessels, **HMS Queen Elizabeth** and **HMS Prince of Wales**. The first is due to launch in 2016. The scale of the programme has meant subcontractors working for BAE Systems were forced to recruit workers from Poland because they couldn't find workers in the UK with the necessary skills. Shipyard sources told the Mail that about 900 agency workers had been building the aircraft carriers, but this number has been cut to around 600. But only British welders, draughtsmen and platers hired by Matchtech had been given their marching orders. Forty-two of them were laid off last Tuesday. Another subcontractor, Inter Marine, which

supplies around 120 Polish workers to the shipyard and pays them one-third less than British tradesmen, has not been told to lay anyone off.

Last month the Daily Mail revealed how Polish welders had been drafted in to work on the aircraft carriers – in the Royal Navy's first ever mass recruitment of overseas workers. Some learned their skills on Soviet submarines during the Cold War when Poland was behind the Iron Curtain. BAE insists it has laid off only 110 workers and that they were building patrol vessels for foreign countries.

But insiders said the workforce building the carriers had been reduced in a cost-cutting drive. One worker, a welder who asked not to be named, told how he was made redundant on Tuesday. 'It came out of the blue,' he said. 'I had just finished my shift on the carrier and I received a text asking me to ring the [Matchtech] office. When I did all they gave me was one week's notice. I've been travelling here for two years, living in digs and away from my family because it's where the work is.

'There are rumours that they are planning a great recruitment drive in Poland in the new year as the workers are cheaper. None of them have been laid off at all, so it's all about the money really.' The 34-year-old father-of-two said: 'Christmas is going to be hard this year for my family as I expected to be working.' Many other Britons left their homes in Glasgow, Newcastle upon Tyne and Liverpool to work on the aircraft carriers.

Six shipyards around Britain are building them. The separate sections will then be transferred for assembly to Rosyth in Scotland – in the constituency neighbouring Gordon Brown's. In last month's strategic defence review, the Government ruled out cancelling one of the carriers because it said it would cost more than going ahead with both.

Ministers criticised 'unbreakable' contracts signed by the former prime minister to guarantee jobs in his local area.

Critics warned that Britain could lose its shipbuilding skills. Commander John Muxworthy, chief executive of the UK National Defence Association, said: 'More and more small companies cannot retain skilled workmen because there are no jobs, so slowly but surely we are losing our capability to produce our own equipment.

'There is a risk we are putting ourselves in the hands of other nations. We know only too well from the Falklands conflict that sometimes other nations decline to provide us with what we need.' Inter Marine general manager Dave Bailey said: 'There have been no redundancies from our point of view.' Matchtech declined to comment.

BAE Systems said: 'We have reduced the level of temporary agency contractors in Portsmouth in line with changes in production requirements as our current export programmes reach the advanced ship build stages.'

Source : dailymail.co.uk

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The ferry "**VIKING XPRS**" (Helsinki-Talinn) crosses the bow of a tanker in "smoky conditions" abt. 25 miles SSW of Helsinki.

Photo : Arjen Perdok (c)

GC Rieber Shipping LOI with Dolphin for charter agreements

GC Rieber Shipping's 65 percent owned subsidiary Armada Seismic ("Armada") has entered into a Letter of Intent ("LOI") with Dolphin Interconnect Solutions ASA ("Dolphin"). The LOI covers a five-year charter agreement for 14 streamer newbuilding 532, as well as an option for a three-year charter agreement for 14 streamer newbuilding 533. Furthermore, GC Rieber Shipping has entered into an LOI with Dolphin for a one-year charter agreement for the 2D/Ice vessel "**Polar Explorer**". The LOIs include options for extensions and is conditional on a private placement in Dolphin.

Dolphin will establish a geophysical company with base in Bergen. The new company Dolphin Geophysical will be headed by Atle Jacobsen and Erik Hokholt, both with background from Wavefield InSeis. Wavefield InSeis was acquired by CGGVeritas in 2009. Dolphin is currently in a process to raise USD 60-65 million in fresh equity. The capital increase is expected to be completed by mid-December 2010. Furthermore, Dolphin has secured approximately USD 39 million in long term streamer financing, whereof DnB NOR will provide a mortgage loan of USD 32.5 million, while Armada will contribute with a convertible loan of approximately USD 6.5 million to Dolphin. Armada's newbuilding 532 will be upgraded to a capacity of 14 streamers. The upgrade is expected to be completed in March 2011, after which the vessel enters a five-year charter agreement with Dolphin. After expiry of the fixed part of the contract, Dolphin has an option to extend the agreement by six years.

Armada's newbuilding 533 is being built at the **Factorias Vulcano** in Vigo (Spain). The progress on newbuilding 533 has been limited, pending clarification concerning the financial situation of Factorias Vulcano. As the financing is now confirmed, newbuilding 533 is expected to be delivered in Q1 2012. Dolphin's option for a three-year charter agreement for newbuilding 533 has to be exercised within 1 November 2011. Dolphin also has an option to extend the agreement by eight years after completion of the fixed part of the contract. GC Rieber Shipping's 2D/ice vessel "**Polar Explorer**" will commence on a 12 month charter agreement with Dolphin in January 2011, with options to extend the agreement by up to four years. The total contract value of the fixed part of the contracts for newbuild 532 and the "Polar Explorer" amounts to approximately NOK 600 million. Acting CEO in GC Rieber Shipping, Hans Petter Klohs, comments: "We are very satisfied with the agreement, which secures long term employment at favourable terms for several of our seismic vessels. We are also pleased that the agreement with Dolphin contributes to further develop the already strong seismic cluster in Bergen, and we look forward to develop a close and good co-operation with Dolphin and its executive management, whom we know well from the time prior to the demerger of our former subsidiary Exploration Resources ASA, which was acquired by CGGVeritas in 2005". The Chairman of the Board in Dolphin, Atle Jacobsen, says: "We are very satisfied to enter into this LOI with a well-reputed Norwegian shipping company, with considerable experience in ship management of seismic vessels. Based on our favourable experience with GC Rieber

Shipping, we expect to be able to offer our clients a high quality and fully integrated service, which will be attractive in the market". Source: GC Rieber Shipping



The LNG tanker **EXPLORER** seen arriving in Cape Town Monday Nov 29th to take on bunkers.

Photo : Ian Shiffman ©

Chittagong Port Authority to implement code of conduct

The Chittagong Port Authority (CPA), with a view to ensure easy delivery of shipments by the berth operators and to provide better service to importers and exporters, is developing a code of conduct for all its stakeholders. The CPA has also shown its readiness to slash the port charges by 33 percent, if the Ministry of Shipping gives its consent. The decisions came about in the recent meeting of the Chittagong Port Operations Monitoring Committee, which was presided over by the CPA Chairman commodore RU Ahmed. Joint Commissioner of Customs, a number of CPA board members, senior personnels, and several port users from various business forums like FBCCI spoke at the meeting. Leaders of trade bodies present at the meeting welcomed the CPA's decision of developing the code of conduct and labeled it as a "milestone in the history of the Chittagong Port". Meanwhile, a few of those present at the meeting also asserted that, excessive delay in delivery of consignments to garment exporters greatly impedes the manufacturing activities in factories. Also, as the berth operators are not interested in employing the necessary number of people in the jetties, the readymade garment exporters have to face a lot of troubles as the process of unloading the consignments from vessels takes too long. Source: news.fibre2fashion.com

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SINGAPORE'S NEW INTERNATIONAL CRUISE TERMINAL TO HAVE PASSENGER BOARDING BRIDGES PROVIDED BY TEAM

TEAM contracted to design, manufacture and deliver in November 2011 three new generation Passenger Boarding Bridges at the new International Cruise Terminal in Singapore



TEAM, the world leading designer and manufacturer of sophisticated Passenger Boarding Bridges (PBBs) for cruise and ferry terminals, has recently been contracted by Singapore Tourism Board (STB) to design, manufacture and deliver three Passenger Boarding Bridges for the [International Cruise Terminal in Singapore](#), currently in construction. The contract is a result of a competitive tender process for which TEAM partnered up with leading services specialist Singapore Technologies Synthesis Pte Ltd. (ST Synthesis). The contract calls for the delivery of three PBBs in November 2011 and the option for delivery of a fourth PBB in 2012.

Singapore's International Cruise Terminal is designed by Bermello, Ajamil and Partners and RSP Architects Planners and Engineers and the construction of the terminal is slated for completion by the end of 2011. The design of this two-berth facility with its distinctive rooftop depicts a modern interpretation of low rolling waves and will leave a lasting impression on cruise guests and other visitors to Singapore. With its deep waters, a large turning basin and lack of height restrictions, the facility will be able to berth ships of up to 220,000 GRT and measuring up to 360 meters in length with a draft of up to 11.5 meters.

Mr. Remy Choo, Deputy Director, Cruise, Singapore Tourism Board said: "The awarding of the manufacturing contract for Passenger Boarding Bridges (PBB) to TEAM and ST Synthesis brings us one step closer to the scheduled completion of the International Cruise Terminal by end 2011. The design of the PBBs will cater to the world's largest cruise ships, emphasising the Government's commitment to building a future-ready cruise terminal. The PBBs will also offer cruise passengers seamless accessibility to and from the terminal, thereby enhancing the overall visitor experience."

Mr. Jordi Floreta, Vice President & Managing Director of TEAM added: Winning this contract for Singapore's new International Cruise Terminal means an important milestone for our company as it demonstrates our unparalleled expertise in the design, manufacture and installation of seaport Passenger Boarding Bridges, our worldwide project capacities and the confidence our clients entrust us with.

In the design parameters for the mobile PBBs set out by STB, the capability for the PBBs to service cruise ships with ship shell doors located at 7 to 18 m above water level including the world's largest cruise ships with overhanging life boats, like Royal Caribbean's Oasis-class ships, the Carnival Dream and the Norwegian Epic are paramount. TEAM is currently designing the PBBs which configuration is of the SEDNA range. The steel structured PBBs with an overall length of 40 meters are PLC controlled and incorporate solid rubber bogies, electro-mechanical elevation systems, glass panelled tunnel sections, non-skid flooring, air-conditioning and a cabin with a uniquely integrated telescopic docking ramp that, when attached to the side of a cruise ship automatically follows the vessel's movements and will safely undock in the event of an emergency. The SEDNA PBBs will provide clearance for continuous truck, emergency, equipment and supplies traffic on the berths. TEAM's PBBs will have a maximum slope of 1:12 and will strictly comply with all relevant and up-to-date Singapore and international standards and regulations for comfort, safety and security.

Lebanon Abdeh port reopened after maintenance project

A port was reopened in Abdeh near the Palestinian refugee camp of Nahr al-Bared in north Lebanon Monday, 25 years after it was built. It was opened with the cooperation of the United Nations Development Program (UNDP) and the Italian Embassy in Lebanon, which funded a project to make improvements to the harbor. The borders and depth of the port dock were enhanced and a ceremony was held in the presence of national and international figures to mark the completion of construction works. The maintenance efforts, as well as cleaning efforts, took place as part of a UNDP project to develop the area surrounding the north Lebanon Palestinian refugee camp of Nahr al-Bared. The port was built in 1985 but had fallen into a state of neglect and disrepair. It is said to have a capacity of over 300 fishing boats of various sizes.

UNDP Resident Representative Marta Ruedas explained that the campaign to clean the port was the first of its kind in Lebanon and expressed her hope that more fishing communities would realize the importance of respecting ecological standards. "UNDP will continue its work with local fishermen and with the local community ... It also seeks to improve the work conditions of fishermen," she said. First Counselor at the Italian Embassy in Lebanon Andreas Ferrarese said the newly developed port was aimed at helping local fishermen and protecting the environment. "Everything the Italian Embassy does in Lebanon is in the aim of tightening and developing bilateral relations with Lebanon," he said, adding that his government has always been ready to help Nahr al-Bared refugee camp. Nahr al-Bared suffered significant damages after violent clashes erupted there in 2007 between an al-Qaeda affiliated group Fatah al-Islam and the Lebanese Army. An overview of the maintenance project which was distributed to the participants said the port had not been cleaned since its construction. "This limited the port's capacity because of accumulating sand inside the harbor," the publication read. "Boats were damaged and fishermen relocated to the Tripoli port." **Source:** zawya.com



The **GLOBAL MOON** seen in IJmuiden – Photo : Marcel Coster ©



New Red Sea And Mediterranean Container Shipping Service Launched

Omani Rotation will take in Egypt, Lebanon, Syria, Turkey and Libya

It is a little over seven years since the Government of the Sultanate joined with Oman Oil to form a company with the avowed intent to 'revive the historical Omani seafaring tradition through modern shipping and chartering' and to facilitate more import and export cargo for the country; now the Oman Shipping Company (OSC) has announced details of its first containerised service to trade with Red Sea and Mediterranean ports, with the first freight moving from the 26th December.

Hitherto OSC has principally traded in the shipment of liquefied natural gas, operating six LNG tankers plus operating a very large crude carrier (VLCC) and a product tanker with Mitsui OSK Lines but this new container service is to be initially operated by one 1000 TEU box ship, the **MV Fanja**, whose first itinerary will be Muscat – Port Said – Beirut – Lattakia – Mersin – Tripoli. Mr. Sudhir Rangnekar, CEO of OSC is quoted as commenting:

"The aim behind launching this new marine line is to enhance its trade services in the field of marine shipping and allow for more trade exchange with the sisterly and friendly countries to secure the success of the project. In a bid to ensure the success of its container shipping services, the company has appointed agents at the targeted ports and

distributed a large number of containers in these ports as this will ensure more commercial marketing for the services rendered by the company." Source : [handyshippingguide](#)



Julia Schulte inbound, NYK Daniella outward bound at Durban – Photo : David Fiddler ©

OLDIE – FROM THE SHOEBOX



De foto boven is gemaakt aanboord van HAL's [Volendam](#) op weg naar NEW YORK. Ca.1930?
Het verhaal is dat [de reus van "Rotterdam"](#) naar de VS ging als een bijzonderheid, De meest linkse is mijn oom [Kees Valk](#), welke waarschijnlijk als vijfde of leerling aan boord was. (geb.1906)
Kan iemand [Arie Valk](#) verder helpen mbt deze foto, a.valk@falconbeheer.nl

.... PHOTO OF THE DAY



On 30th of November 2010 **Damen Shipyards** handed over yardnr. 567310, m.v. "**Jork**" to the proud and very satisfied Owner Reederei R. Fischer. The vessel is preparing to enter their first charter during this week and they will leave Shanghai latest the 5th of December. We as the 11.000T project team thank all the persons who contributed in creating and building of this vessel and wish her and her crew a good and safe sailing.

Source : Peter Wehrmeijer - Damen Shipyards Gorinchem

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