

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 338



Number 338 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Saturday 04-12-2010**

News reports received from readers and Internet News articles copied from various news sites.



OFFSHORE SUPPORT (DREDGING & WIND FARMS)

OCEAN TOWAGE • MARINE SALVAGE / WRECK REMOVAL
OFFSHORE SUPPORT (OIL & GAS) • HEAVY LIFT TRANSPORTATION



a company within the
Tschudi Group
TSCHUDI

sales@itctowage.com
www.itctowage.com



Implementation of the ISPS code, fences, signboards, fences, signboards, fences and more fences around the ports, with above seen 3 signs with " NO ENTRANCE" on a few square meters to make everybody aware that you are not allowed to enter ?, the modern way to make the ports and shipping more safer is what they say ???

Above seen the IJmuiden locks, looking as Fort Knox to keep the shipspotters away, they can be very dangerous ! Photo : Joop Marechal ©

IN MEMORIAM

Yesterday afternoon I have received a phone call with the very sad news that



Capt. PIET VAN DER GAAG

Lost the unequal battle with his sickness at the age of 59

Piet sailed for SMIT Harbour tugs for over **41 years**, I started knowing him early 80ties when he was captain on the tug **STROOMBANK** in the Berghaven of Hoek van Holland, where he taught me also how to operate the Voith Schneider driven tugs, I made a lot of trips with him, just for fun onboard the tugs in Rotterdam-Europoort to take photo's, also onboard one of his last tugs, the **SMIT LOIRE** which was his "baby" before this tug was transferred overseas.

His last command was the tug **SMIT ELBE** as seen below.



I remember Piet as a professional tugmaster always "everything under control" and most important the tug had to be clean, inside and outside ! always cleaning.

On behalf of all newsclippings readers worldwide, my wife Elizabeth and son Alex (who always had a good time onboard) and myself, I would like to wish his wife Annie, all family members, colleagues and friends all the strength they need to cope with this loss.

With the loss of **Piet** we are losing one of a very professional Captain.

******* PIET, REST IN PEACE *******

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore
PLEASE SEND ALL PHOTOS / ARTICLES TO :

newsclippings@gmail.com

If you don't like to receive this bulletin anymore :

To unsubscribe click [here](#) (English version) or visit the subscription page on our website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

EVENTS, INCIDENTS & OPERATIONS



The **TAURUS** seen arriving back in Willemstad bound for the CDM

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

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



Miclyn Expresss **EXPRESS 30**

Chemical tanker sector less “toxic” says DVB Bank

In a new report issued by DVB Bank, chemical tanker markets have managed to reduce the level of “toxicity” in terms of demand for cargoes and projected forward curves during the course of the previous year. Still, the research warns that the sector isn’t yet trouble-free, despite improved demand, as a result of the continuous uncertainty prevailing in the global economy, especially in terms of GDP growth in a number of nations. As a result, DVB projects (focusing on the 17,000-dwt IMO 2/3 Vessel type as a benchmark) that 1 year TC rates will average about \$11,000 daily during 2010.

For 2011 rates, the researcher predicts a small decline to about \$10,500 per day. Similarly for IMO 1 vessels (benchmark used is the 37,000 dwt vessel) DVB estimates 2010 daily rates to average \$26,000, while they are expected to fall further down to a daily average of \$24,000 during 2011. As for stainless steel vessels they are believed to fare a bit better with average one year time charter rates to average \$16,000 this year and \$15,000 next year. Despite a somewhat troublesome 2011 year, DVB remains optimistic about 2012 going forward, when it says that time charter rates should improve again, based on current assumptions regarding demand and supply. As is the case with other shipping segments and markets, oversupply remains a key issue for chemical tankers as well. The looming threat of oversupply is very real and could seriously impact fleet utilisation, if scrapping activity doesn’t increase. Coupled with oversupply issues the market could be affected either way by the sustainability or not of the world economy.

Nevertheless, although China's demand has weakened since the beginning of the second half of the year, trade volumes during this year are looking to surpass 2009 levels. According to DVB Bank seaborne bulk chemicals trade in 2010 could reach 170.6 million tonnes, an increase of 3.9% from 2009 levels and further expand to 189 million tonnes by 2012, strongly supported by growth in Organic Chemicals and Vegetable Oil trade. Of course any negative turn in the global economy could alter those projections all together. In total, overall demand for chemical tankers is expected to increase from 30.5 million dwt in 2009 to 35.9 million dwt by 2012 according to DVB. In terms of fleet growth, currently the chemical tanker fleet is consisted of 2.453 vessels with a capacity of 36.29 million dwt. "By 2012, after accounting for possible cancellations, slippage and delays, we expect the fleet to expand to 40.5 million dwt. About 183 vessels of 3.9 mi dwt were scrapped during 2009 and 2010" said DVB. The fleet's age is unevenly distributed, with 1,843 vessels of 28.78 million dwt less than 15 years old, which equals to 79.3% of the total fleet. As a whole the current fleet has an average age of 9.5 years, while only 6.6% of it has surpassed the 25 year old mark. At the same, DVB has identified 1,943 vessels of 28.78 million dwt that possess IMO 2 specification, which in turn represents almost 80% of the total fleet of vessels. In terms of the current newbuilding orderbook as of October it equates to 420 ships with a capacity of 8.1 million dwt, which accounts for 22.3% of the current operating fleet. According to the research, the average vessel size on order is 19,300 dwt, a figure which is 30.4% higher than the 14,793 dwt average of the existing fleet. So far this year, there have been 148 vessels of 2.64 million dwt delivered. This is in addition to 256 vessels of 4.2 mio dwt that were delivered in 2009. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The 1992 built **SEA PHOENIX** seen moored in Beverwijk loading potatoes - **Photo : H.Blomvliet ©**

Indonesia to delay controversial shipping regulation to May 2011

Indonesia will delay until May 2011 the implementation of a controversial policy — the so-called cabotage rule — under which all vessels operating in its waters have to be registered in the country and use the Indonesian flag, a senior government official said Thursday. "We have a letter from the transportation ministry that the cabotage rule will be implemented in May 2011, not in January," Evita Legowo, oil and gas director general at the Energy and Mines Ministry, told Platts.

The reasons for the delay in implementing the policy are not clear. Legowo said the law had originally stated that the policy was to take effect in May, but that the transportation ministry had tried to move it up. The delay from the

January start comes one day after R. Priyono, chairman of Indonesia's upstream regulator BPMigas, said that the policy would result in a drop of 275,000 b/d, or nearly 30%, in the country's daily oil and condensate output. With the delay, Legowo said, the Energy and Mines Ministry is hoping to work out changes with the transportation ministry so that the law is less of a constraint on oil and gas exploration and development projects.

The main compromise that the Energy and Mines Ministry is seeking is an exemption on vessels used in oil and gas activities that would allow foreign-flagged to be used when no Indonesian-flagged vessels exist for a particular purpose or when none are available, she said. "We understand that this cabotage principle is very important for Indonesia. It will encourage our domestic companies to have their own vessels," she said. But she thinks the transportation ministry needs a better understanding of how the law may impact the oil and gas sector. "We should have better coordination between government institutions," she said. "We are now looking [with the transportation ministry] to see the best solution. We expect the discussion could be finalized before May," she said. Indonesia's crude and condensate output has been steadily declining for at least the last decade because of natural decline at aging fields. The Energy and Mines Ministry has been trying to reverse that decline. It set a target to produce 965,000 b/d of crude and condensate for this year. But with current production running at about 950,000 b/d, it is pessimistic about achieving the target. The country also failed to meet its 2009 crude and condensate production target of 960,000 b/d, pumping only 949,138 b/d. Targets have been set for 970,000 b/d in 20

The new shipping regulation, if implemented, would also cut the country's gas production by about 20% next year, Priyono said Wednesday. Under the rule, which was notified in 2008, foreign-flagged vessels would not be allowed to operate in Indonesian waters. Most oil and gas companies operating in the country use foreign vessels for exploration, production and storage. The vessels include jack-up drill ships, submersible drill ships, floating storage, floating production, storage and offloading vessels, LPG vessels, LNG vessels and seismic survey vessels, another official at Energy and Mines Ministry told Platts Wednesday. Domestic shipping companies are not able to provide all of the vessels oil and gas companies need to operate offshore Indonesia, the official said. **Source: Platts**



After nearly two years of preparations, on Monday 29th November 2010, the **FAIRMOUNT SUMMIT** and **FAIRMOUNT SHERPA** commenced the towage of new building **FPSO SKARV IDUN**, I 294.6m, B 50.6m, towing draft 12.2m dwt 128,000 Tons. **Capt. Bertus Glas**, our lead Towmaster, will be in command of the tow. The long distance tow of around **15,000 nautical** miles from Okpo Korea to Norway, via Singapore and the Cape of Good Hope is expected to take around a hundred days. **See also Fairmount's renewed [website](#)**

Freight Industry Big Guns Come Out Against Container Overloading

The World Shipping Council and the International Chamber of Shipping have urged the International Maritime Organization (IMO) to establish an international legal requirement that all loaded containers be weighed at the marine port facility before they are stowed aboard a vessel for export. The issue of overweight containers has been a subject of industry, insurance, and at times government, concern over the years, and has from time-to-time become an issue

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 338

of concern to the general public after incidents involving overweight boxes. Most recently, the Maritime Research Institute of the Netherlands has concluded a joint industry-government research project about cargo securing, including collapsing container stacks, and included in its recommendations a call for compulsory weighing of containers prior to vessel loading. The conclusions and recommendations from the research project 'Lashing at Sea' were recently reviewed at the 15th meeting of the International Maritime Organization (IMO) Dangerous Goods, Solid Cargoes and Containers Subcommittee.

The Subcommittee agreed that, in the interest of safety, there is a need to consider ways and means to ensure that the correct weight of the containers is declared to the carrier and communicated to the ship's master in order to allow for correct and well-informed handling and stowage. The Subcommittee then invited Member Governments and international organizations to submit further information to the Committee for appropriate action. There is no available data that reliably indicates how many containers are overweight however, the problem is significant, and arises in almost every trade to some extent. In some geographic trade lanes, the problem is common and, at times, rampant. Shipping lines have reported that in severe cases, the overweight or incorrectly declared weights reaches 10% of the total cargo on board a vessel. Some carriers report that it is not uncommon for actual total cargo weight aboard ship to be 3-7% greater than the declared weight. There are varying contexts or definitions of "overweight". A loaded container can exceed road weight limits, rail weight limits, crane lifting limits, container carrying capacity limits, or its weight as declared by the shipper. Each of these overweight situations presents numerous operational and safety problems. The most common overweight situation is when the actual container weight exceeds the shipper's declared weight. Having the actual weight of a container would enable a carrier and a terminal operator to knowledgeably address all the various container weight issues and requirements.

A wide variety of problems are as a direct result of incorrectly declared container weights including incorrect and potentially fatal vessel stowage decisions, collapsed container stacks, containers lost overboard (both the overweights and containers that were not overweight), chassis and vessel damage, risk of personal injury or death to seafarers and shoreside workers, last minute shut-outs of confirmed, booked and available loads when the actual weight on board exceeds what is declared, and the total cargo weight exceeds the vessel limit or port draft limit and impairment of vessels' optimal trim and draft, thus detracting from a vessels efficiency, increased fuel usage producing increased noxious emissions. In short, overweight containers can and do present a risk to industry workers, to ships, to equipment, to operational reliability, to shippers of accurately declared shipments, to higher operating costs, to road safety problems, to higher liability claims, and to higher administrative costs. The WSC and ICS jointly believe that the IMO should establish a universal international regulatory requirement that export cargo containers must be weighed by the marine terminal upon receipt and before vessel loading, and that the actual container weights be made available to the vessel operator and used for vessel stowage planning. A legal requirement to weigh stuffed containers is feasible and practical. The United States by law requires the weighing of every export container before a vessel is loaded, there seems no logical reason why all nations should not be bound by the same regulations. **Source: Handy Shipping Guide**



TURBONED
WORLDWIDE TURBOCHARGER SERVICE AND PARTS

We care, that's why we try harder

TEL: +31 78 620 52 52

SERVICE@TURBONED.NL

Whistle blowers rewarded in pollution case

Atlas Ship Management Ltd., a Turkish corporation, pleaded guilty in U.S. District Court in Tampa, Fla. to federal charges of making false statements and knowingly failing to accurately maintain an Oil Record Book as required by international treaty and U.S. law, Assistant Attorney General Ignacia S. Moreno and U.S. Attorney Robert E. O'Neill announced today.

The company was sentenced to pay an \$800,000 criminal fine, pay \$100,000 in community service to the Pinellas County, Fla., Environmental Fund, and to implement a comprehensive Environmental Compliance Program that requires detailed inspection and auditing of the defendant's ships that sail into the United States.

Atlas Ship Management Ltd. operated a 10,965 ton, 471.5 foot commercial ocean going ship named the [M/V Avenue Star](#) that carried bulk cargo throughout the world including into and out of Tampa. On Oct. 21, 2009, the U.S. Coast Guard boarded the ship to conduct an inspection of the vessel to ascertain if it was in compliance with international and United States law.

During the inspection, two crew members provided information to the Coast Guard that indicated that senior engineers on the vessel were illegally dumping oily waste from the engine room directly into the sea. The crew members also informed the Coast Guard that some oil waste was being stored in the clean sea water ballast tanks on the vessel. The Coast Guard inspection confirmed what the crew members had alleged. Engineers on the vessel had installed and used a bypass hose, also referred to as a "magic pipe" or "magic hose", specially crafted to fit between the welded sludge pump discharge line and the "gooseneck" on the Oil Water Separator discharge line, to bypass pollution prevention equipment on board the [M/V Avenue Star](#).

The ship's engineers discharged oily bilge wastes that had accumulated in the engineering spaces on the [M/V Avenue Star](#) through this "magic pipe" on two or more occasions. From Oct. 10 until Oct. 21, 2009, engineering officers and other crew members aboard the [M/V Avenue Star](#) transferred oily bilge wastes that had accumulated in the engineering machinery spaces into the aft port peak ballast tank.

The ballast tanks are used to adjust the stability and trim of the vessel, and are filled with clean sea water and are not intended to be used to store oil waste. Prior to Oct. 21, 2009, while the [M/V Avenue Star](#) was transiting from Honduras to Tampa, some volume of the oily waste was discharged from the ballast tank directly into international waters. All discharges of oil from a vessel into the sea, even if illegal, are required to be recorded in the vessel's Oil Record Book. None of these discharges were recorded in the Oil Record Book for the [M/V Avenue Star](#).

The chief engineer of the vessel, Gunduz Avaz, previously pleaded guilty to and was sentenced for his role in covering up the illegal overboard oil discharges. The second assistant engineer, Yavuz Molgultay, also previously pleaded guilty and was sentenced for his involvement in covering up the illegal discharges of oil from the ship. For their role in providing valuable information to the U.S. Coast Guard that led to convictions in this case, the two crew members who blew the whistle in this case were each awarded \$125,000 by the district court. The award money is derived directly from the fine paid by Atlas Ship Management Ltd.

The Pinellas County Environmental Fund will receive \$100,000 from this case as a community service payment. The Pinellas County Environmental Fund is a partnership among Pinellas County, the National Oceanographic and Atmospheric Administration and the National Fish and Wildlife Foundation. The purpose of this partnership is to provide grants for projects that conserve and restore fish and wildlife habitat in Tampa Bay. This case was investigated by the U.S. Coast Guard Investigative Service and the U.S. Environmental Protection Agency. The case was prosecuted by the U.S. Attorney's Office in the Middle District of Florida and by the Environmental Crimes Section of the Department of Justice

"As this case clearly demonstrates, there is no benefit to deliberately bypassing pollution prevention equipment and dumping oil waste into the ocean. This is simply criminal behavior," said Ignacia S. Moreno, Assistant Attorney General for the Environment and Natural Resources Division of the Department of Justice. "Thanks to a tip from crew members, the operators of the [M/V Avenue Star](#) will pay a significant penalty for breaking the law." "The

investigation and prosecution of this case sends a clear message to owners and operators of commercial vessels that those who choose to intentionally pollute our oceans will be held accountable," said U.S. Attorney Robert E. O'Neill.

"The oceans must be protected from shipping companies that look to cut corners by dumping waste improperly," said Maureen O'Mara, Special Agent in Charge of EPA's Criminal Enforcement program for the Tampa region. "Illegally disposed waste endangers the environment and today's action sends a clear message that those who violate the law and pollute our waters will be vigorously prosecuted." "We applaud the courage of two whistleblowers who alerted Coast Guard inspectors to the illegal dumping of waste from the Motor Vessel **Avenue Star** last year," said Capt. Sheryl Dickinson, Commanding Officer for the U.S. Coast Guard Sector in St. Petersburg. "Marine Environmental Protection is a primary Coast Guard mission and this case not only illustrates a joint commitment to keeping our waterways clean, but should also serve as a warning to would-be polluters." **Source : MarineLog**



Splithof's **SCHIPPERSGRACHT** seen arriving in Houston – **Photo : Harry Stott ©**

ADMIRALTY SHIPSALES JUDICIAL SALE BY PUBLIC AUCTION motor vessel "SCAN BRASIL"

<http://www.admiralty.co.za>

Simply reliable



AVRA
TOWAGE BV

Avra Towage BV
Scheepmakershaven 32b
3011 VB Rotterdam
chartering@avra.nl
0031 10 281 0886

www.avra.nl



Riser installation at G17 AP from the [SEAMAR SPLENDID](#) – Photo : Robin van der Windt ©

Japanese whaler leaves for Antarctic waters: Greenpeace

A Japanese whaling ship left port for Antarctic waters for the annual hunt of the giant sea mammals, Greenpeace said, forecasting this year's whaling operation may be curtailed "considerably". The factory ship Nisshin Maru left the western port of Innoshima Thursday "later in the season than in the past", said the environmental activist group.

"Every year, after departing from its home port, Nisshin Maru joins other ships offshore without stopping by at another port, and then they form a fleet to jointly head for Antarctic waters," a Greenpeace spokesman said. Japan kills hundreds of whales a year in Antarctic waters by using a loophole in the 1986 moratorium on commercial whaling that allows the sea mammals to be hunted for "lethal research".

But the group said Japan's whaling operations in Antarctic waters are expected to shrink "due to a decline in demand for whale meat and deterioration of fund raising". "The possibility of Nisshin Maru's early return is high," the group said in a statement. "It is anticipated that the number of whale catches will decline considerably."

A Japan fisheries agency spokesman refused to confirm the departure due to "security reasons". Anti-whaling nations led by Australia and New Zealand and environmental groups have attacked Japan for its annual hunting expeditions, criticising them as cruel and unnecessary. Japan, which says whaling is part of its culture, makes no secret of the fact that whale meat ends up on dinner tables. Militant activists, especially the Sea Shepherd Conservation Society, have harassed whalers in recent years, moving their ships and inflatable boats between the harpoon vessels and the sea mammals. On Wednesday, Sea Shepherd members said they had launched a new "Godzilla" speedboat to chase Japanese harpooners hunting the giant mammals in Antarctic waters.

The newest vessel "Gojira," as the giant monster Godzilla is known in Japan, has replaced its futuristic Ady Gil craft, which was destroyed in a high-seas clash with whalers. A New Zealand inquiry found both vessels were at fault over the incident, which occurred as Sea Shepherd boats harassed Japanese harpooners and resulted in the Ady Gil sinking.

Australia strongly opposes Japan's whaling and has started action against Tokyo in the International Court of Justice over its continued slaughter of the animals. **Source : AFP**

Blinde solozeiler ziet tanker over het hoofd

Het zou de kop kunnen zijn voor een artikel: "Blinde solozeiler ziet tanker over het hoofd".



Maar **Vincent Bijlo's** schipbreuk, na een solozeiltocht van minder dan 200 meter als eerste blinde solozeiler van de wereld, bleek het startsein voor de boekpresentatie van de Koninklijke Nederlandse Redding Maatschappij, de KNRM, die het honderdjarig bestaan van hun donateursblad luister bijzetten.

Photo's : Arie van Dijk ©

In het boothuis van de KNRM in Katwijk overhandigde de geredde cabaretier, als dank voor de redding, het eerste exemplaar van "**Buiten Beeld**" van schrijver Edward Zwitter aan de vicevoorzitter van de KNRM.

Voor meer informatie: http://www.knrm.nl/20wat_wij_doen/10laatste_nieuws/?TheArticle=16366&hm=1



ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?
PLEASE VISIT THE WEBSITE :
WWW.MAASMONDMARITIME.COM
AND REGISTER FOR FREE !

NAVY NEWS

Tough training year for Northern Fleet

The next year will be even more intense when it comes to exercises and drills, said Kommander of the Northern Fleet Admiral Nikolay Maksimov when opening the fleet's new training year on Wednesday. According to Maksimov, vessels and units from the Northern Fleet will in 2011 be involved in several exercises with submarines, surface vessels and naval infantry units. The fleet will also be conducting joint drills with air force and army units. –These are serious tasks. I believe the year will be intense, the admiral said to GTRK Murman.

The destroyer "**Admiral Levchenko**" recently returned to Severomorsk after five months of operations in the Gulf of Aden. Northern Fleet vessels will continue to protect ships from pirates also in 2011, Maksimov said.

In 2010 vessels and units from the Northern Fleet have been involved in the large Vostok-2010 exercise, drills in the Indian Ocean, the POMOR-2010 exercise together with Norwegian forces and series of local drills in the Barents Sea and the White Sea. In October pilots from Airwing Kuznetsov conducted drills in take-off and landing from Russia's only Aircraft carrier "**Admiral Kuznetsov**", and submarines from the Northern Fleet have in course of 2010 conducted three test launches of ballistic missiles. **Source : BarentsObserver**

Russia offers Amur class submarines to India

India is vying to purchase six non-nuclear submarines to boost up its undersea warfare capability. The deal may be expanded by acquiring the know-how to build more such submarines at Indian shipyards, DNA reports. The Indian Navy has already sent requests for technical specifications to a number of countries including Russia, Germany, Spain and France who have already shown interest in the deal. Russia's biggest arms trader Rosoboronexport said it would bid for the tender.



As part of project 751, Indian Navy proposes to have a undersea force of 24 submarines by 2015. India already has 10 Kilo-class submarines and has set up a line to manufacture French Scorpene Submarines at Mazagoan docks in Mumbai, the first of these submarines are expected to roll out by 2012.

Rosoboronexport is offering the Amur class submarines, which are an upgraded version of Indian Navy's Kilo-class submarines. With the speed of 20 knots,

the Amur is designed for both anti-submarine and anti-surface warfare. Its armaments include 16 tube launched torpedoes and also has a capability of launching cruise missiles .

The Amur 1650 submarine has been developed by the Rubin Central Design Bureau of Naval Technology on the basis of the Kilo-class diesel-electric submarines, the most low-noise submarines in the world. The sonar signature level of the submarines of this class is several times lower in comparison with Kilo-class submarines. These submarines are

equipped with radio-electronic weapons of the newer generation created on the basis of the latest achievements in the field of radio-electronics.

The new submarine is equipped with 6 torpedo tubes and can take a crew of 35 people. Its depth of submergence is 300 metres, and its endurance is 45 days. Rosoboronexport officials were quoted by TASS as saying that the submarine could be fitted with AIP fuel cells to considerably improve its submergence endurance and range. "The company will surely take part in the tender, and it will bid with its Amur 1650 non-nuclear submarine," an official said.

India's nuclear triad to be ready soon

India's nuclear triad will be in place in the next two years when its home-made ballistic missile submarine **INS Arihant** will be ready for deterrent patrol. **INS Arihant**, being built with Russian help, was launched in 2009 and for the first time Navy Chief Admiral Nirmal Verma on Thursday talked about the progress of the project when he disclosed that it would be operational in 2011 or 12.

With the ballistic missile submarine (SSBN) in the fleet, the third leg of India's nuclear triad -- land, air and sea delivery platforms - would be complete. Admiral Verma's disclosure has put to rest speculation about the project getting delayed. The Admiral was confident that it would be ready for deterrent patrol in two years, meaning that submarine would be armed with nuclear-tipped ballistic missiles. The claim was made even as the submarine has to undergo various trials, including that of its nuclear reactor. "The triad would be there when it is commissioned," he said.

The SSBNs are used as deterrent against rivals as its presence is an essential component of India's 'no-first use nuclear policy'. The details of the Indian project came out a day after Wikileaks disclosures about Pak nuclear programme. With SSBN in place, India would join a select group of countries along with the US, Russia, France and the UK to operate such weapon platform.

The only other country to have SSBNs in Asia is China, but its boats are not known to be on patrol. The defence scientists are simultaneously working on the submarine launched ballistic missiles (SLBM) that would be integrated with Arihant. It will have options of a 7,00 km and a 3,500 km range missile.

The shorter range K-15 has been tested several times from a submerged pontoon and the longer version K-4 is also undergoing similar trial process. Preparations for training Naval personnel in handling an SSBN have already begun as India is taking a Russian Akula-II class submarine on lease. The Nerpa project has been kept a closely-guarded secret, but its arrival in India has been delayed.

Arihant's induction would give a big boost to Navy's capability which at the moment is crippled by inadequate conventional submarine fleet. **Source : [express buzz](#)**

Grounded sub back in action

A BARROW-BUILT nuclear-powered submarine which ran aground on a shingle bank is expected to resume sea trials this month. Repairs to **HMS Astute** have been completed and the submarine is at its Faslane base on the Clyde preparing to set sail again. Defence Minister Peter Luff refused to confirm exactly when **HMS Astute** would leave the base "for security reasons." But Mr Luff said in a written Commons answer: "The department anticipates that this will be in December." **HMS Astute** was on sea trials last month when it became stuck off the coast of Skye and ended up marooned for several hours. Mr Luff said the "lower rudder skeg" was damaged by the grounding, and further damage caused when the submarine was being towed to deeper waters.

The cost of the repairs is still being calculated and naval chief Andy Coles has lost his command of the vessel. The submarine weighs 7,800 tonnes, equivalent to nearly 1,000 double-decker buses, and is almost 100 metres (328ft) long. Its Spearfish torpedoes and Tomahawk cruise missiles are capable of delivering pinpoint strikes from 2,000km (1,240 miles) with conventional weapons. The submarine's nuclear reactor means that it will not need refuelling once in its entire 25-year life and it makes its own air and water, enabling it to circumnavigate the globe without needing to surface. Built by defence giant BAE Systems at Barrow, it is the first in a fleet of six which will replace the Trafalgar-

class submarine. Mr Luff said current plans indicated it would be ready for operational handover in 2012. As the base port of all the Navy's submarines from 2016, Faslane will be home to the whole Astute class. The accident on October 22 happened almost exactly 50 years after the UK's first nuclear submarine was launched.

HMS Dreadnought was launched in Barrow on October 21 1960, by the Queen. I Commander Iain Breckenridge has taken over **HMS Astute** from Commander Andy Coles. Cdr Breckenridge was awarded the OBE for 'non combative gallantry' following the explosion of an oxygen-generating machine aboard **HMS Tireless**. Source : NW evening mail

Todd Shipyards Corporation Announces U.S. Navy Exercise of Option on Overhaul of USS NIMITZ (CVN68)

Todd Shipyards Corporation announced that the U.S. Navy has awarded to its wholly owned subsidiary, Todd Pacific Shipyards Corporation, a \$3,739,714.00 modification to previously awarded contract N00024-08-C-4416. This contract modification represents an exercised option for the Docking Planned Incremental Availability ("DPIA") for USS NIMITZ (CVN68) ("NIMITZ"), at Puget Sound Naval Shipyard which will commence in January 2011 and is expected to be complete in December 2011. This modification represents the authorization of additional repairs and alterations of various ship's systems and equipment throughout the aircraft carrier NIMITZ, and is a portion of the work to be completed by Todd Pacific during the overhaul period. The Company anticipates that additional work on the carrier will be definitized by the Navy, resulting in total contract modifications in the range of \$31-36 million.

Todd's work in support of the DPIA of the NIMITZ is being performed pursuant to the Company's five-year Multi-Ship Multi-Option ("MSMO") contract with the Navy for the overhaul and continued maintenance of the aircraft carriers stationed at Bremerton and Everett, Washington. The cost-type MSMO contract was awarded to Todd Pacific in 1999 and 2004 for five years each, and was awarded again in 2008 for an additional five years. Source : Todd

SHIPYARD NEWS

Maritime



JOBS4U

Search, Select and Find your **maritime** job

- worldwide jobs
- easy & fast
- per work field
- apply any time

www.maritimejobs4u.com



Design firm enters newbuild sector

A Shenzhen-listed ship design firm is moving into shipbuilding. Shanghai Bestway Marine has announced that its subsidiary Bestway Technology has bagged a contract for RMB119m to design and construct a pair of 6,000 hp multi-purpose offshore supply vessels for Tianjin Zhihai Shipping. The ships are scheduled for delivery on 29 February 2012

Bestway has a good relationship with Tianjin Zhihai. In 2009, the company signed a ship conversion design technology service contract with Tianjin Zhihai worth RMB750,000. Source: SeatradeAsia Online

Hyundai Mipo receives bulk carrier order from Novoship

Korea-based Hyundai Mipo Dockyard has received a \$160m order to deliver Panamax-bulker newbuilds to Russian shipping company Novoship. Novoship placed an order for four 75,000dwt newbuilds for delivery in 2013. The price of the ships has not been disclosed, but is estimated at about \$40m a vessel, according to [asiasis.com](#). **Source:** [ship-technology.com](#)



Spliethof's **ANKERGRACHT** seen under large machinery and dry docking works at CERNALVAL Shipyard in Algeciras, Spain. - **Photo : David North ©**

IHC to launch and name Victor Horta, new gravel dredger for DEME group

IHC group in The Netherlands is to hold the launching and naming ceremony for the 5,000m³ gravel dredger Victor Horta on 15 December 2010. **Victor Horta** is being built for DEME Building Materials, part of the DEME Group. The launch and naming will take place at the Verenigde Scheepswerf Heusden shipyard in Heusden, The Netherlands.

The ceremony will be performed by Mrs Rachel Brett, the wife of Mr Bill Brett, Chairman of the Brett Group, Great Britain. **Source :** [Dredging News Online](#)

ROUTE, PORTS & SERVICES

SCI gives contracts for 31 vessels

The Shipping Corporation of India (SCI) has given contracts for 31 vessels worth about Rs 6,000 crore, which will be delivered before 2014. The company will also order 15 more vessels by the end of this financial year to boost its fleet strength.

"We want to increase our tonnage by 2 million tonnes, which will help us to raise our total tonnage to 7.5 million tonnes by 2014. Our company has ordered 31 vessels worth about Rs 6,000 crore and will order another 15 vessels by next year," said J N Das, Director, SCI. He added that of these 31 vessels, nine will be financed through the money raised from the ongoing follow-on public offer (FPO) and the rest at a debt equity ratio of 80:20. The firm has floated a premium issue, with a price band between Rs135 and Rs140 per equity share of Rs 10 each, to fund the purchase of new vessels. The issue which opened on Tuesday will close on Thursday for qualified institutional buyers and on Friday for retail investors. A 5 per cent discount on issue price is allowed for retail investors and employees. "Indian vessels carry only 9.5 per cent of the total trade happening in our country, while more than 90 per cent of trade pie goes to foreign firms. Hence, it is high time for us to increase the number of vessels, so that we can atleast retain the present numbers," he said. "Total traffic in Indian ports is expected to touch 877 million MT by 2012 and to 962 million MT by 2014. We have to cash in on this opportunity and should acquire as much of ships we can," Das added. Regarding its proposed joint venture (JV) with Coal India Ltd, Das said, "Coal imports are going to rise to 83.3 MT by 2012. Hence, talks are on for a JV with Coal India. We hope that it will fructify soon." Das hinted that the firm was likely to diversify its business further to logistics, port and terminal sectors. **Source: Business Standard**



Seamanship

Whatever the ship. Wherever delivered.

The world's ship delivery pioneer, Redwise, provides a top quality take-over, sailover, hand-over service for every type of vessel, wherever you need it delivered.



Redwise
GLOBAL SHIP DELIVERY & CREWING

www.redwise.com info@redwise.nl

CMA CGM to Impose New Rates, Peak Surcharges



The **CMA CGM NILGAI** seen in Rio Grande - **Photo : Marcelo Vieira ©**

CMA CGM announced rate increases and new peak season surcharges that will take effect in the next month or two on several of its trade lanes. Although the peak season is winding down, the French carrier announced two peak season

surcharges, one of which affects the trans-Pacific trade. It plans to impose a peak season surcharge as of Jan. 1 on cargo from North and Southeast Asia to the U.S. and Canada. The surcharges are \$320 per 20-foot container all types, \$400 per 40-foot dry container; \$450 per 40-foot high cube and reefer container and \$510 per 45-foot container of all types. The other peak season surcharge affects trade between the Far East and West Africa. CMA CGM said it would impose the charge in line with its membership in the Asia / West Africa Trade Agreement. It will impose a peak season surcharge of \$200 per 20-foot equivalent unit on that trade from Jan. 10 to Feb. 10.

CMA CGM said it will increase rates on the following trade lanes as of Jan. 1:

From Asia to North Europe, the Mediterranean and Black Sea, the rate increase will be \$250 per TEU on all types of containers.

From Asia to the East Coast of South America and the West Coast of South and Central America, the rate will increase by \$400 per TEU of all types.

From Asia to Panama and the Caribbean (with the exception of French West Indies and Guyana), the increases will be \$280 per 20-foot dry and reefer container and \$400 per FEU of all types.

From West Africa to the Far East, the Middle East and India, the increase will be \$100 per TEU on all types of containers.

As part of its membership in the Asia / West Africa Trade Agreement, CMA CGM will raise rates from the Far East to West Africa by \$50 per TEU of all types. The French carrier also announced increases in ocean freight rates across its main trades for the second quarter of 2011. Effective April 1, the increases cover the Asia-Europe and trans-Atlantic services as well as routes to the Mediterranean, the Middle East, Red Sea, North Africa, India/Pakistan and South America. Rates between North Europe and the U.S. will rise \$160 per 20-foot dry container and \$220 per 40-foot container or 40-foot high cube. On eastbound routes from Asia to Europe, the Mediterranean, Adriatic, Black Sea and North Africa, rates will increase \$350 for a 20-foot container and \$700 for a 40-foot container. Westbound rates to Asia will rise \$100 for a 20-foot container and \$150 for a 40-foot container. CMA CGM also said it will "firmly follow the rate restoration" quantum implemented by Transpacific Stabilization Agreement members from May 1 on the eastbound leg. **Source: Journal of Commerce**



The 1994 built Offshore Supply Ship **MAERSK FINDER** (2,961 gt, 4,572 dwt) seen in Leith 2nd December 2010

Photo : Iain McGeachy ©



VLIERODAM WIRE ROPES Ltd.

wire ropes, chains, hooks, shackles, webbing slings,
lifting beams, crane blocks, turnbuckles etc.

Nijverheidsweg 21 3161 GJ RHOON The Netherlands

Telephone: (+31)105018000
(+31) 105015440 (a.o.h.)

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl
info@vlierodam.nl



The **VOS TRAPPER** - Photo : Peter Andriessen - www.tughunter.nl ©

Mexican ports container traffic up 26% in 2010 -Government

Mexico expects container traffic at its ports to rise 26% this year from 2009 to 3.62 million twenty-foot equivalent units, or TEUs, reflecting a sharp recovery in trade as well as public investments to increase capacity. Since the beginning of 2007, the government has invested 32.43 billion pesos (\$2.62 billion) to upgrade numerous ports on the Pacific and Atlantic coasts, the Communications and Transport Ministry said Wednesday in a press release.

At the Pacific port of Lazaro Cardenas, the government has spent MXN3.48 billion to increase container capacity by 600,000 TEUs per year. Ongoing public and private investments at the nearby port of Manzanillo should exceed MXN10 billion for construction of a new container terminal and a terminal for liquid natural gas. The SCT didn't mention the \$5 billion megaport project known as Punta Colonet, which was tendered in 2008 but stalled shortly afterward as the credit crunch and global recession squeezed any would-be bidders. Container traffic at Mexico's ports this year is expected to surpass the previous record of 3.32 million TEUs, set in 2008. Trade has been one of several bright spots in Mexico's economic recovery, with exports in the January to October period rising 32% from a year earlier to \$243.31

billion and imports up 30% to \$246.11 billion. The SCT also said it has invested MXN152.17 billion in highway infrastructure since 2007, when current President Felipe Calderon's term began. Additional private investments in that period amount to MXN22.94 billion. **Source: online.wsj.com**

Initiatief van Touw B & B Holding en Koffeman Consult voorziet in behoefte

Certificaat voor 33 deelnemers aan de Cursus Crisis Management Scheepvaart

De uitreiking van certificaten aan alle 33 deelnemers vormde de feestelijke apotheose van de tiendaagse Cursus Crisis Management Scheepvaart (CCMS), die expertise- en ingenieurbureau Touw B&B Holding en adviesbureau Koffeman Consult tussen september en december voor het tweede achtereenvolgende jaar hebben gegeven aan professionals uit de verzekerings- en scheepvaartbranche, kringen van de overheid, opleidingswereld en advocatuur. Op de laatste studiedag op 24 november jl. in Novotel Brainpark in Rotterdam ontvingen de cursusdeelnemers hun certificaat uit handen van gastdocent Hugh Shaw, UK Secretary of State Representative (SOSREP), die eerder die middag een interessante inleiding had verzorgd over de aanpak van scheepvaartincidenten in het Verenigd Koninkrijk.



De praktijkgerichte CCMS-opleiding is een zowel brede als diepgaande opleiding waarin de deelnemers verdeeld over tien cursusdagen (middag plus avond) kennis, vaardigheden en procedures worden bijgebracht omtrent incidentbestrijding op maritiem gebied in de meest ruime zin van het woord, zodat zij in een crisissituatie adequaat kunnen optreden om schade aan eigendommen en het milieu zoveel mogelijk te beperken. Zij krijgen daarbij les van een groot aantal ervaren docenten uit kringen van advocatuur, experts, verzekeraars, overheid, scheepvaartbranche en organisatie- en communicatieadviseurs. Tijdens de arbeidsintensieve opleiding komen onder meer aan bod het juridisch kader met betrekking tot crisismanagement (internationaal, zee- en binnenvaartrecht, averij grosse), wet- en regelgeving rondom het schip, verzekeringsaspecten (lading-, casco- en P&I), de rol van de overheid, berging en hulpverlening, casuïstiek, de rol van de media (o.a. reputatieschade), omgaan met claims en geschillen en criminaliteit, piraterij en terrorisme. De cursus wordt afgesloten met diverse waargebeurde cases en een test.

Touw B&B Holding en Koffeman Consult hebben de Cursus Crisis Management Scheepvaart (CCMS) nu voor het tweede achtereenvolgende jaar georganiseerd. Gezien de grote belangstelling - een kleine 60 deelnemers - en de vele positieve reacties op het gebodene overwegen beide initiatiefnemers volgend jaar opnieuw een sessie van deze opleiding te organiseren, waarvoor het NIVRE 30 PE-punten verstrekt. Voor nadere informatie over de opleiding kunt u terecht op de websites www.touw.nl of www.koffeman-consult.com of bij Touw B&B Holding BV, Jessica Blijenberg, tel. 010-283 66 66; fax (010) 283 66 60 of per email: Rotterdam@touw.nl

India aims to speed up port development projects

India is set to double its investment in infrastructure projects from \$514 billion to \$1 trillion partly to speed up development of local ports projects. The investment will come under a new program which will replace the

government's current National Maritime development plan, according to a report from Drewry. The program would also extend coverage to major ports together with state-controlled non-major ports. The report added that the private sector, which currently supports 30% of the investment, will likely increase its share in the future. Besides awarding projects, the new development plan will also list targets for the shipping sector.

The slow development of port projects has been deemed as "a bottleneck" for the country's growth. It is believed that only five out of 25 projects have been awarded so far under the current port development program. Meanwhile, India is set to surpass its annual target of \$200 billion following an export growth of 27% in the first half (H1) of 2010.

This has "helped shape India's image as viable, profitable investment hub," the report said. "Stage is now set for extensive inflows in core infrastructure projects including roads and ports," it said. **Source: portworld.com**



The **ANGELES B** seen arriving in Willemstad (Curacao)

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

US east coast Jasper 'to take 7 million TEU from west coast'

THE US\$500-million US east coast Jasper Ocean Terminal being developed by Georgia and South Carolina on the Savannah River will be able to handle seven million TEU a year, much of it coming from Asia. But such throughputs have not been seen at rivals LA-Long Beach on the west coast since 2008-2007, reports a Los Angeles Times story on the development of the east coast ports exploiting the Panama Canal expansion at the expense of west coast ports.

The new terminal planned for the South Carolina side of the Savannah River will comprise 10 berths, a turning basin, plus road and rail infrastructure on more than 1,000 acres of the 1,500-acre site.

Joint project office chairman Jim Balloun said he was not sure whether the terminal would be ready to open in by the end of the year. "We have a couple of new governors, and as we go forward in the next year we have some work to do for ourselves. But we also have a big education project to let people know what we've done, what the plan is going to be for this port, and why it's necessary," he said.

"It's all about being prepared for the growth of container traffic that's coming with the Panama Canal expansion in 2014," he said. "With this new depth, our ability to accept container vessels from the Middle and Far East will continue to grow as the combination of Charleston, Savannah and Jasper establishes the southeast as the gateway to commerce for the major part of America." **Source : Schednet**

New fuel-frugal Bluebridge ferry arrives



Wellington's new ferry may be painted blue and white but it is really quite green.

Bluebridge's Cook Strait ferry cruised into Wellington Harbour, under a fountain of sea spray from a guiding tug.

Photo : Andrew Purser ©

The five-year-old **Straitsman**, which weighs almost 14,000 gross tonnes, can carry cargo and up to 400 passengers in a high level of

comfort. But its standout feature is the fuel consumption – burning 15 per cent less fuel than its predecessor, the Monte Stello.

The vessel also uses waste heat for heating hot water and passenger areas. Strait Shipping managing director Sheryl Ellison said the vessel offered a perfect mix of space and sustainability. "It will provide us with 50 per cent increased freight and vehicle capacity and space for a third more passengers than the vessel it replaces – while burning significantly less fuel. We're delighted to have the vessel here in time to meet peak passenger and freight demand through summer and also next year's Rugby World Cup."

Manufactured in a Dutch shipyard in 2005, the ship has modern cabins, reclining seating, a cafeteria, reception area, shop, a family area, viewing lounge and allergy free zone. Big screens will be installed to allow for free movies.

The vessel, which will begin crossing the Cook Strait around the middle of this month, is equipped with high-tech navigation aids and two powerful bow thrusters and "in-line high lift flap rudders" to ensure efficient manoeuvrability.

The **Straitsman** will be open to the public from 11am to 3pm on December 11 to raise funds for Wellington Children's Hospital through a gold coin donation entry. Source : The Dominion Post



The **WAGENBORG barge 5** seen under tow of the **WATERSTROOM** assisted by the **SMIT BULLDOG** departing from IJmuiden bound for Cuxhaven – Photo : Ruud Coster ©



M3 Marine Pte Ltd

One of Asia's largest independent offshore ship broking and marine consultancy firms



- Brokerage — S&P, Charter, Newbuild
- DP Consultancy
- Market Research
- Due Diligence
- Technical Editing
- Legal & Insurance Claims Support

- Vessel Valuation
- Project Analysis
- Vessel Suitability
- Newbuild Specification
- Shipyard Selection
- Contract Drafting & Negotiation

Professionals who add Technical and Commercial Competence to your Offshore Marine vessel needs

www.m3marine.com.sg



Above seen the Antarctic explorer m.s **Ushuaia** docked with in background Hal's m.s **Veendam** in port of Ushuaia, Argentina.

Photo : Marcel van Zwol ©

Myanmar, Thailand work for building major deep seaport

With the implementation of the Dawei and Kyaukphyu deep-sea port projects in respective coastal state and region, experts stressed the need for building international airports for accommodation of larger aircrafts touching down from the region and facilitation of maritime trade with neighboring countries. The existing two airports are just enough for running domestic transportation, the experts warned, emphasizing the need for the two airports to extend building of their infrastructure.

The present Dawei deep-sea port project stands one of the priorities among future programs of the seven-member Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation (BIMSTEC) which now comprises Bangladesh, India, Myanmar, Sri Lanka, Thailand, Bhutan and Nepal. On completion of the project, cargo vessels from the Middle East, Africa and Europe can avoid crossing the Malacca Strait for access to China, Thailand, Vietnam and Laos, experts said. A study of the Myanmar experts also revealed that these cargo ships from the region can save about 1,250 nautical miles (2,316 nautical km) and four days' time compared with transiting through Singapore. Once the project is implemented, it could carry out trade from the Dawei deep-sea port with Bangkok within a day which is only a 300 kilometers' voyage, maritime officials also said. As for Kyaukphyu deep-sea port, Myanmar is planning to build it on the Madaya Island to serve as a transit trade center for goods destined to port cities of Chittagong, Yangon and Calcutta.

Kyaukphyu also stands at a point on a proposed land route connecting southwestern China's Kunming in Yunnan province with Myanmar's Sittwe through Mandalay. The overall road link between Myanmar and China under study is

outlined as Kunming-Mandalay- Kyaukphyu-Sittwe. Meanwhile, in May this year, China and Myanmar reached a memorandum of understanding on cooperation in development of China-Myanmar corridor project to link Ruili and Kyaukphyu. **Source: peopledaily.com.cn**

Grontmij wins Danish harbour extension project

Grontmij has won a contract from the Port of Hanstholm, Denmark, for a major expansion of the port. The Port of Hanstholm wishes to expand its position as the leading fishing port in Denmark and as a cargo hub for north-west Denmark. In addition the Port of Hanstholm will become a ferry port with connections to the Faroe Islands, Iceland, Norway and Scotland.

Grontmij will optimise the layout of the port, including studies of navigation, sedimentation and wave disturbance in and around the port.

Furthermore, Grontmij will conduct an Environmental Impact Assessment to assess direct and indirect environmental effects of the project. This will include bird migration studies, numerical modelling of sediment transport, waves and coastal morphology and visual impacts on sea scape and landscape. The project will run through 2011. **Source : [Dredging news online](#)**



The last newbuilding for SERCO, the **SD DEBORAH**, a ASD 2009 type tug with yard number 512404 seen at the slip at Damen shipyard in Gorinchem **Photo : [Arie Boer](#) ©**

Ottawa supports ferry services

In addition to the CAD 32 million already earmarked in the 2010 federal budget for operating three ferry services in eastern Canada, the Ottawa Government is now offering another CAD 51 million. Two of the routes are currently operated by Bay Ferries and its mother company Northumberland Ferries, and the third one by CTMA. Bay Ferries is operating the Digby - Saint John route with **PRINCESS OF ACADIA** and Northumberland Ferries the Caribou - Wood Island with **CONFEDERATION** and the **HOLIDAY ISLAND**. The latter, being 39-year-old, is in need for replacement. The funding will be in place to secure another three year of operation on the mentioned routes. CTMA is operating the Prince Edward Island - Iles-de-la-Madeleine route ten months of the year with **MADELEINE**, originally built as the Irish Sea ferry **LEINSTER**, as well as a freight ro-ro. The funding will secure year-round traffic for four years.

Source: Shippax



The **SA AGULHAS** seen in Cape Town – Photo : Ian Shiffman ©

Lukoil, Gazprom Neft to keep equal share in bunker supplies to Russian Baltic ports next years

LUKOIL and Gazprom Neft will retain roughly equal share in the supply of low-sulfur fuel oil for bunkering in the Baltic ports of Russia in the next 2-3 years, the chief of business development department of OAO LUKOIL Roman Kovalchuk said, speaking at the Eurasian Bunkering Conference and EURABEX Expo in St. Petersburg, the PortNews correspondent reported.

The share of the two companies in this segment is expected to be roughly equal by the end of 2010. Roman Kovalchuk noted that Lukoil is betting on the bunker sails to retail consumers. LUKOIL and GazpromNeft have two subsidiaries: LLC LUKOIL-Bunker and Gazpromneft Marine Bunker respectively. Source : PortNews

Ports of Auckland to dredge for deeper draught vessels

Ports of Auckland Ltd is preparing to service the next generation of container vessels by confirming a multi-million dollar investment in a berth deepening and lengthening programme. The investment will see the deepening of the northern berth at the Port's Fergusson Container Terminal, and the construction of a mooring "dolphin" that will extend the maximum combined length of vessels able to be serviced simultaneously at the terminal by approximately 40m.

The investment is another step by Ports of Auckland in ensuring it is able to meet the needs of its customers, Ports of Auckland's Chief Executive Jens Madsen said. Mr Madsen said it was clear that more vessels in the 3500-5500 TEU (twenty-foot equivalent unit) range will be introduced into New Zealand services over the coming years.

"This trend will result in the requirement for major ports to be able to accommodate two such vessels simultaneously. This need is now more pressing than the need to accommodate the arrival of single larger vessels of 6000TEU and above."

Mr Madsen said this investment will ensure sufficient depth along the full length of the Fergusson terminal to reliably accommodate vessels as draughts deepen. The maximum vessel draught at chart datum (the lowest of low tides) on the outer berth will be increased from 11.7m to 13.0m. This will be in addition to the current maximum vessel draught at chart datum for the inner berth of 12.5m.

The 'dolphin' construction – a mooring structure separate from the main wharf - will ensure vessels can be safely moored on the outer berth with a greater overhang than the current scenario. Mr Madsen said that the idea of 7,000 TEU sized vessels regularly visiting New Zealand by 2015, a timeframe suggested in a recent report from the Shippers Council, seemed optimistic, which is why Ports of Auckland was taking a step-by-step approach.

"A number of stakeholders in the supply chain, including shipping lines, think it would be reasonable to expect ships of around 5,000-5,500 TEU calling on a regular liner service within the next five years. That is the immediate scenario we are planning for. "We think it is a prudent approach, and one that will sustain and enhance Ports of Auckland's reputation as New Zealand's leading container port," Mr Madsen said. Ports of Auckland is New Zealand's largest container port, holding 63 per cent share of the upper North Island container trade.

Ports of Auckland handled cargo valued at around \$25b in the year to 30 June 2010, equivalent to 13 per cent of New Zealand's GDP. The berth deepening, which already has consents in place, will begin in the first quarter of 2011, followed by the construction of the 'dolphin', with works scheduled for completion by the end of 2011. **Source :** Dredging News Online



The **MAERSK KALMAR** seen arriving in Rotterdam-Europoort
Photo : Jacco van Nieuwenhuyzen ©

Irish ports Q3 container traffic up 4% to 218,377 TEU

The volume of goods passing through Irish ports increased across all the main shipping segments during the 3rd quarter of 2010 compared to the same period last year, with containerized exports up 12%, Roll-on/roll-Off volumes on Ireland – UK routes is up 3%, dry bulk volumes up 40%, and liquid bulk up 19%. This is according to latest figures

released by the Irish Maritime Development Office (IMDO) Shipments of container traffic through ROI ports recorded a quarter-on-quarter volume growth for the 3rd quarter 2010 up 4% to 218,377teu's. This was primarily as a result of strong export demand which rose by 12% in the last quarter. This sector is characterized by export traffic to USA and Asia largely influenced by the multinational chemical and pharmaceutical industries and also established indigenous Irish exporting companies. The other factor contributing to the aggregate rise was the increase in container imports during this period.

This was also the first quarter-on-quarter growth in import volumes since the beginning of 2009. Roll-on/roll-off (ro/ro) traffic to the UK from ROI ports continued to make a steady recovery up 3% for the 3rd quarter which is consistent with overall figures for the 9 months from Jan – Sept period which is up 3%, to 568,833 units. The ro/ro segment is largely weighted towards services to and from the UK which remains our largest trading partner. Dry bulk traffic through all Irish Ports continued to recover some of the large volume losses experienced in 2009 and is up 40% for the 3rd quarter compared to the same period last year and 26% for the first 9 months of 2010. Part of the rise is attributed to strong global demand for ore and mineral products such as alumina, while domestic demand in the agricultural sector experienced a rise in imports of grains, feeds and fertilizers. While the overall picture is positive; the main volume gains are distributed to the larger ports with some of the smaller regional ports still in negative territory. Break bulk volumes of construction related products fell again in the third quarter, bringing the total decline for the third quarter to -10%. Between 2008 and 2010 over 700,000 tonnes of break bulk commodities have been lost from the market. Importantly the fall off in volumes has not slowed in 2010 with an average quarterly drop of 10%. Liquid bulk volume rose in Q3 by 19% year-on-year. However overall volumes for the first 9 months of the year remain unchanged. The outlook for the remainder of the year suggests that some volume recovery in the main market segments will be achieved this year. However the total volume in many segments are still running at 35% less than 2007 volumes. Many shipping operators also comment that while export volumes have remained resilient over this period, there are few new companies emerging in the export market. Otherwise there are concerns about the impact of austerity measures in the Euro zone and at home. Source: www.imdo.ie

Lithuania orders scientific research cat

Incat Crowther has designed a 24m catamaran scientific research vessel for the Lithuanian Ministry of Environment.

The vessel will mark the start of a new relationship between Incat Crowther and the expanding Estonian boat builder Baltic Workboats. The newbuilding will be operated by Lithuania's Ministry of Environment in the near-shore areas of the Baltic Sea.

The aft deck features lower platform access, hydraulic A-Frame, 5.7 tonne Guerra deck crane and moon pool. The main deck cabin will feature two work spaces, while on the portside there will be a hydrological laboratory, three workstations and a bathroom. To starboard will be a chemical-biological laboratory with sinks, four workstations and an 8m2 storage room. At the forward end of the cabin is a crew mess and galley, as well as laundry facilities. The upper deck wheelhouse will have all round visibility with direct access to the foredeck.

To address the vessel's diverse operation, oversized wire-way paths have been provided which allows for easy installation and reconfiguration of seismic survey and data acquisition equipment. The vessel will be able to accommodate 11 crew members in five twin cabins and a single cabin for the captain.

The vessel will be powered by a pair of Volvo Penta D9I main engines, each producing 425kW at 2,200 rpm and driving a five-bladed FP propeller through a pair of ZF 325-1 reversing reduction gears to give a service speed of 12 knots, with a top speed of 14 knots.

At a cruising speed of 10 knots, the vessel will have an operational range of over 1,000nm. Source : The Motorship

.... PHOTO OF THE DAY



Above seen the Royal Research Ship **James Clark Ross** alongside the Biscoe Wharf at Rothera, Adelaide Island, Antarctica. The ship is currently discharging cargo ashore to the base.

Photo : Mike Gloistein - www.gm0hcq.com ©

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information

UNSUBSCRIBE / UITSCHRIJF PROCEDURE

To unsubscribe click [here](#) (English version) or visit the subscription page on our website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

Om uit te schrijven klik [hier](#) (Nederlands) of bezoek de inschrijvingspagina op onze website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL>