

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 339



**Number 339 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Sunday 05-12-2010**

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**The bulker RUBEN N seen approaching Rotterdam – Europoort earlier this week during wintery weather**

**Photo : Hans Hoffmann ©**

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## EVENTS, INCIDENTS & OPERATIONS



Costa's **COSTA CLASSICA** seen departing from Singapore cruise bay yesterday afternoon – Photo : Piet Sinke ©

## Coast Guard issues new piracy directive

The U.S. Coast Guard has issued a directive for U.S.-flag ships operating in waters where the risk of pirate attack is high. Maritime Security (MARSEC) Directive 104-6 (Rev. 4), Guidelines for U.S. Vessels Operating in High Risk Waters is considered Security Sensitive Information (SSI) and is not being publicly released.

However, much of the content of the new MARSEC is contained in Port Security Advisory (2-09)(Rev 2). That document says that while the MARSEC only applies to certain U.S.-flag vessels, the Coast Guard recommends that other vessels increase their security level while transiting or operating in areas where acts of piracy and armed robbery at sea are prevalent.

It then details the security measures directed in the MARSEC and says they may be considered by foreign flag vessels.

If you think you're eligible to receive the full version containing the SSI, contact the Coast Guard. **Source :**  
**MarineLog**

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

### **Iran Protests U.S. Navy Use Of 'Arabian Gulf'**

Iran on Dec. 1 summoned the Swiss ambassador to Tehran in protest after the U.S. Navy used the term "Arabian Gulf" instead of "Persian Gulf" in a directive, ISNA news agency reported. The Islamic republic expressed "strong opposition and dismay" over the "unwise act" by the U.S. forces in a protest note delivered to Ambassador Livia Leu Agosti in a meeting, the report said. "It is surprising that the country which does not date back to more than a few hundred years attempts to forge the name of a waterway that is a several thousand years old because of animosity toward the Islamic Republic of Iran," read the note, according to ISNA.

The Swiss embassy manages U.S. interests in Iran, with Washington and Tehran having no diplomatic relations since the aftermath of the 1979 Islamic revolution. Leu Agosti promised to "convey" the protest, the report said. The U.S. Navy's website obliges its personnel, in an undated directive, that the term "Arabian Gulf" should be used to refer to the stretch of water separating Iran from the Arabian Peninsula "instead of Persian Gulf."

Tehran insists on calling the waterway the "Persian Gulf" while the Arab countries of the oil-rich region insist on the term "Arabian Gulf" or simply the "Gulf." Iran considers the United States as its main enemy, along with Israel. The protest is the latest action taken by the Islamic republic over the "Persian Gulf" tag. In November, Iran summoned China's ambassador Xie Xiaoyan to protest after organizers of the 16th Asian Games in Guangzhou used the term "Arabian Gulf" at the event's opening ceremony. Beijing is Tehran's largest trade partner. Earlier this year, Tehran warned that airlines using the term "Arabian Gulf" or "the Gulf" on in-flight monitors would be barred from using Iranian air space. In January, the Riyadh-based Islamic Solidarity Sports Federation called off athletics games planned for Tehran in April because of Iran's use of the term "Persian Gulf" on winners' medals. **Source : DefenseNews**



" TSHD **Seaway** at Fortaleza passing **Costa Fortuna** and **Penedo** " - **Photo : Seaway crew ©**



## Youship revived? Maersk to use Amazon model to sell freight

SHIPPERS will be able to purchase container freight from an e-portal similar to Amazon from Danish carrier Maersk following criticism that company processes are complex and cumbersome. Maersk Line/Terminals, Intermodal and Equipment vice president Soren Toft told an audience at the Intermodal Europe 2010 that it was not easy to do business with and nor was the industry as a whole, but by adopting Amazon's model it hoped to clarify the process.

"I know buying a book on Amazon and buying container freight are a little different, but still the margins are transparent," he said in a report from London's International Freightling Weekly. "Our initiatives are pushing us in the direction of providing a platform that is much better than what we offer today - where you don't follow the tradition of calling someone and getting a price that you know is US\$500 more than the next time you call, because the industry has a tradition of haggling," he added.

The initiative sounds like Maersk's ill-fated, but much-promoted Youship project of two years ago, an online method of buying freight using the airline web-based booking model. Despite its many attractive features, it died as the global downturn bit in October 2008 with Maersk explaining Youship could only work if space was short. **Source : Schednet**



The Neptune Marine shipyard built **MPR 2** commenced yard trials in Rotterdam - **Photo : Michel Kodde ©**

## Ship prices remain firm despite freight rates retreating

Ship values remain on firm levels according to shipbrokers reports this week, despite the subdued mode of the freight market. Still, this pattern isn't uncommon to market analysts and delegates, as they state that it's common for freight rates and vessels' prices not to follow the same sequence. In this spirit, sales particularly in the bulk sector remained on high volume levels with a mix between old and modern tonnage overall.

According to a report from Shiptrade Services SA, the overall volume of purchase enquiries remained on the same levels as the previous week. "Fluctuations were monitored regionally with the Singapore area having a welcoming increase. On the other hand, the Greek market was the one with the highest decrease. Handysize and Handymax demand have been in equilibrium with Panamax vessels coming to the spotlight. In the tanker sector there has been a negative trend with MR and Aframax vessels being those of biggest interest" said the shipbroker.

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In terms of reported business it noted the Capesize M/V **"Hebei Wisdom"** (182,212 DWT built in 1986 in Hitachi, JPN) which was reported sold for USD 14 Mill. A softening in prices could be evidenced by the last week's sale of M/V **"Carpe Diem I"** (181,756 DWT built in 1985 in Kawasaki, JPN) at USD 15 Mill. M/V **"New Eternity"** (46,741 DWT built in 1994 in Hashihama, JPN) was reported sold for USD 20,2 Mill with SS/DD passed. In the tanker sector notable was the reported acquisition by the "Egyptian Tanker Company" for the **"SLS Resale"** (49,700 DWT built in 2010 in SLS, KRS) at a firm price of USD 38 Mill. Container vessel M/V **"Frisia Kiel"** (2,478 TEU built in 2004 in Aker, GER) has been reported sold for USD 36 Mill to undisclosed buyers.

In the newbuilding orders' front, Clarksons noted that there were further reports of new business this week and as we approach the Christmas period – the current momentum of the market shows little sign of relenting. "Shipyards are now becoming acutely aware that although business continues to be concluded – broad demand sentiment is really starting to show signs of softening and in spite of shipyards having given themselves the comfort of forward orders – this certainly does not translate into enough of a forward commitment to quell the need for new orders! Therefore – although we do not anticipate any significant deviation in terms of where current newbuilding values lie – what is clear, is that yards remain aggressive and hungry to compete for the right enquiry and this is likely to have the desired effect of spurring buyers on – and potentially prolonging the current momentum that exists into the new year" said the UK-based analyst and researcher.

In terms of reported business: In Dry, China Shipping Development Co. have ordered 4 x 180,000dwt Bulk carriers at Jiangnan Changxing Shipbuilding for deliveries in 4Q 2012 and at a reported price of USD 53 Mill per vessel. Pacific Shipping Trust have ordered 5 x 57,000dwt Supramaxes with Tianjin Xingang with deliveries due between Nov 2012 and April 2013. Mitsui O.S.K Lines have ordered a pair of 300,000dwt VLOCs for deliveries in 2012 & 2013 at Universal Shipyard. Da Tong Shipping have ordered a pair of 82,000dwt Kamsarmaxes at New Century Shipyard for deliveries from End 2012. Finally, Golden Flame Shipping have ordered a pair of 207,000dwt Capesize Bulk Carriers for delivery in 1H 2012 at a price reported to be USD63.5 Mill at Daehan Shipyard in Korea. In Containers, Nile Dutch have ordered 4 x 3,500 TEU Containerships with Shanghai Shipyard at a price of USD 51 Mill per vessels and deliveries in 2012 & 2013. SITC are reported to have ordered 4 option 4 x 1,100TEU containerships at Zhejiang Yangfan for USD 18.1 Mill per vessel and deliveries from May 2012 onwards. Lastly, Norse Management have also ordered 1,100 TEU containers, with an order of 5 vessels at Taizhou Kouan which are set for deliveries in 2012 & 2013.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



The **VOS PRECIOUS** spotted in Norrköping Sweden.

Photo : Jeroen van Es o/b TSHD Lelystad ©



Above Pilot [Marijn van Hoorn](#) seen approaching with the [DAINA](#) the Botlek bridge in Rotterdam-Botlek, after passing the bridge the visibility became less as can be seen below whilst passing Heerjansdam enroute the Moerdijk  
[Photo's : Marijn van Hoorn ©](#)



## Guangxi port capacity to reach 300 million tonnes by 2013



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CAPACITY of sea ports in Guangxi is estimated to reach 300 million tonnes by 2013, by when the region plans to develop itself into an regional shipping centre for trade between China and ASEAN economies, Xinhua reported. During the period from 2011 to 2015, Guangxi is to speed up construction of port infrastructure, especially container and bulk terminals, and the upgrade of Xijiang River sailing channel. By 2015, Guangxi's inland waterway shipping capacity will exceed 150 million tonnes. It also plans to build up a feeder terminal network by then. **Source :** Schednet



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KOTUG's **RT ANOTONIE** and **SD SEAL** seen assisting the **RUBENA N** in Rotterdam-Europoort

**Photo : Hans Hoffmann ©**

## Container-Traffic Growth Looks Healthy Over the Next Five Years

During the recession, consumers around the world tightened their belts, causing world exports to nosedive and container traffic to plummet. But maritime-industry economists see a sound resurgence in exports shipped from Asia to North America and Europe, resulting in global container traffic growing at a healthy 7.1 percent a year between 2010 and 2015. That was the word at a recent online seminar called "The Shifting Economy: What Does It Mean for Global Transportation?" It was organized by IHS Global Insight, an economic- and financial-forecasting company in Lexington, Mass.

Maritime experts said one of the steepest declines in container traffic occurred last year on the trans-Pacific route between Asia and the U.S. West Coast. In 2009, container traffic on that route slumped 17.8 percent, affecting major cargo-container hubs such as the Port of Los Angeles and the Port of Long Beach. But container volumes on the trans-Pacific route are rising at a healthy pace. Economists expect traffic to climb 12.3 percent this year, 8 percent next year and 7.8 percent in 2012. "Exports from the Far East to North America and Europe bounced back as importers began to restock their depleted inventories as well as tried to cope with renewed sales growth," said Jurgen Sorgenfrei, director of consulting services, maritime and hinterland logistics, for IHS Global Insight. "Added to this was the growth of intermediate goods as manufacturing picked up in both regions." In October, the Port of Los Angeles' imported-container volume bumped up 5.4 percent from the same time last year. For the first 10 months of this year, container traffic grew nearly 17 percent. At the Port of Long Beach, container traffic was up 35.6 percent for October and the year. While cargo volumes have grown, shipping lines have slowed the pace at which they sail on many of their routes. This strategy, called slow-steaming, has saved money on fuel, which is helping the industry recoup some of the \$15 billion it lost last year. "Slow-steaming was made permanent on many routes," Sorgenfrei observed, noting there are still routes that can be added to the slow-steaming schedule. Slow-steaming adds two to three days to the time it takes to transport cargo across the ocean.

Last year, ocean freight rates plummeted to some of their lowest levels in recent memory. But that all changed this year with demand for cargo space and fuel prices rising rapidly. In the last year, bunker fuel prices have increased by more than 50 percent. "For the next couple of years, oil prices will set the freight rates," said Christopher Pallsson, director of maritime consulting services, world and Europe, for IHS Fairplay, which participated in the online seminar. However, shipping lines are bringing more vessels into service after mothballing some 600 ships, or 10 percent of the world's container ships, during the recession. This will ease demand for cargo space as larger vessels are re-established, primarily on the Asia-to-Europe route. Another factor affecting freight rates is the prospect of major shipping lines consolidating to increase profits. "Some of the eight largest operators [of shipping lines] have less than half the market," Pallsson said. "There is still much room for consolidation, which normally takes place during a recession. But this time around, the financing sectors were not available. We expect consolidation to initiate now."

The post-recession world is seeing a realignment of economic strength that will shift power from the West to the East. Over the next 10 years, China and other Asian countries will grow much more rapidly than the Old World economies of Europe and the United States. "Asia is in the fast lane, and Europe and the United States are in the slow lane," Sorgenfrei said. In 2009, the United States' gross domestic product made up 24.3 percent of the world's economy while China's GDP accounted for only 8.6 percent of that. By 2020, the United States and China will each contribute 18.2 percent to the world's GDP. Also, domestic demand in Asia, Latin America, the Middle East and Africa is becoming more important over time as a larger middle class emerges. This will require better rail connections and highways to deliver goods from seaports to inner regions of these areas.

Maritime economists believe the shipping industry has a vibrant future. But there are a few black clouds looming. One is the financial collapse of Portugal, Ireland, Greece and Spain, known as the PIGS, because of their huge debt problem. The other is the threat of overzealous fiscal austerity programs in Europe as these countries try to fix those debts. "Heavily indebted governments need exit strategies from their budget deficits or the financial markets will impose it on them," Sorgenfrei said. The good news is that maritime experts don't see any threat of a double-dip recession. **Source: ApparelNews.net**



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## CASUALTY REPORTING



### BOURBON HERMES AGROUND OFF SOYO



Above seen the **"Bourbon Hermes"** aground with the **"ITC Mistral"** assisting to pull her off the shoal. The **"Bourbon Hermes"** ran aground outside of the Soyo channel, after a navigation error, whilst leaving Kwanda Base, Soyo, Angola on 3 december. After approx. an hour she was pulled free by the **"ITC Mistral"**

Photo : Crew Waterway ©

### Ship carrying canola seeds adrift in Bering Sea

Officials say a bulk cargo container carrying canola seeds and thousands of gallons (liters) of fuel is adrift in rough seas near Alaska's Aleutian Islands. Petty Officer David Mosley says engine failure disabled the 738-foot (225-meter) **Golden Seas** early Friday and the vessel is adrift in the Bering Sea about 60 nautical miles north of Adak in the

western Aleutians. Mosley says the ship is carrying more than 457,500 gallons (1.7 million liters) of bunker oil, nearly 12,000 gallons (45,423 liters) of diesel fuel and 10,000 gallons (37,853 liters) of lube oil. State regulators had earlier given much higher fuel estimates.

Two Coast Guard helicopters and a C-130 have been dispatched to assess the situation. The C-130 deployment had been delayed because of mechanical problems. The cutter [Alex Haley](#) is en route from Dutch Harbor, about 440 miles (708 kilometers) away. There are no immediate reports of injuries among the 20 crew members on board. **Source :** [The Star](#)

## **NAVY NEWS**

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## **Modernisation on course, says Eastern Naval Command chief**

The Indian Navy's capital modernisation is progressing well with a number of new ships on order at various shipyards in India and abroad. However, by 2012, the Navy's current force may probably see a reduction because of the long gestation period of naval projects, Flag Officer Commanding-in-Chief of Eastern Naval Command Anup Singh said here on Friday.

The Navy has ordered 39 ships and submarines and most of them were being indigenously built. Vice Admiral Anup Singh said that the Garden Reach Shipbuilders and Engineers Ltd. had already delivered three of the large amphibious ships. As many as 10 water-jet Fast Attack Craft, too, were being built there, of which the first six had been inducted into the Navy. The yard is also constructing four advanced Anti-submarine Corvettes.

He said the Navy's most ambitious ship, the indigenous aircraft carrier, which would operate from Visakhapatnam, was being built at Cochin Shipyard Limited (CSL). At Mumbai's Mazagon Docks Limited, three Kolkata Class destroyers and three stealth frigates of the Shivalik Class were being built.

The first Shivalik Class frigate that was commissioned in April this year would be based at Visakhapatnam. Six submarines of the Scorpene Class were also under construction at MDL. "While we await the arrival of these new warships, our existing assets have been given a quantum jump in their capabilities through mid-life upgrade programmes carried out by the Naval Dockyard at Visakhapatnam," he said.

The R-class Destroyers were progressively being upgraded. The ships were being retro-fitted with state-of-the-art weapon systems and sensors such as an indigenous long range vertically launched Surface to Surface Missile system, a point defence missile system with an associated advanced radar and very high-end electronic warfare equipment, in addition to other advanced sensors, weapons, systems and networking capabilities.

Vice Admiral Anup Singh noted that the Navy's capabilities in the underwater domain had enhanced manifold with the indigenous submarine Sonar Ushus achieving full operational status and the retro fitment of advanced underwater communication systems onboard the frontline submarines. The mid-sized ships such as the Corvettes and Minesweepers would also have the benefit of mid-life upgrade programmes to ensure that they were equipped to meet the challenges of modern day naval warfare.

On the nuclear powered submarine, the ENC chief said that India was the sixth nation to have launched the nuclear powered submarine. But it would take time to be fully operational. "We hope that over the next one year all trials will be over," he said.

He said that a large percentage of exports, especially metals and commodities, were bound for destinations east of India, and most of these exports pass through ports on the Eastern Seaboard. It was with this requirement in mind that the ENC had been in dialogue with States on the East Coast for the setting up of State maritime boards so that issues of concern to various stakeholders, particularly the security requirements of new coastal infrastructure, were addressed to at the very inception of any project and factored into the Navy's plans. On the protection of coast, the ENC chief said that the Navy had conducted joint coastal security exercise with the coastal States and conducted intensive checks.

The ENC, in association with the Coast Guard, state police, fisheries departments and other security agencies was revitalising the functioning of the coastal security infrastructure. The personnel constituting the Sagar Prahari Bal had already started to function, with additional support facilities such as boats following soon. Asked about the new Naval Base at Rambilli, Vice Admiral Anup Singh said that the progress of work had been satisfactory. Flag Officer Commanding Eastern Fleet P. Murugesan, Chief of Staff of ENC K.B. Singh, Flag Officer Submarines Michael T. Moraes, Director-General Naval Project (Visakhapatnam) S.S. Lal, Admiral Superintendent Naval Dockyard (Visakhapatnam) Vijay Kumar Namballa and Chief of Staff Officer (Technical) A.V. Subhedar were present. **Source : The Hindu**

## **Ark Royal's final return to home port of Portsmouth**

The commanding officer of **HMS Ark Royal** said it was a "sad" day as the ship returned to its home port for the final time before it is scrapped. Crowds of people braved ice and snow to see the Royal Navy's flagship arrive in Portsmouth through thick fog. The government decided to axe the aircraft carrier as it cut defence spending by 8%.



**HMS Ark Royal** paying-off in Arctic conditions at Portsmouth on 3 December.

**Photo : Gary Davies - Maritime Photographic ©**

The ship will be decommissioned in January with a parade in Portsmouth to give the crew a final send-off. Last month, the Queen made a farewell visit to the ship at an event held to mark the ship's 25th anniversary in service. Commanding officer Captain Jerry Kyd said: "There is no question that there is a certain amount of sadness attached to this final deployment. "But it is also an opportunity for us to celebrate the silver jubilee of this fine ship and for us to show her off once more.



"She has played a very important role throughout her history and we have always been lucky enough to draw great affection and support from the British public wherever we go.

"For me, personally, I have been exceptionally proud to serve as her captain - my very first job after finishing my initial officer training 25 years ago at Dartmouth was in the then-brand new **HMS Ark Royal**." The ship's farewell voyage took it around Scotland and on to Tyneside, where it was built by Swan Hunter at Wallsend. The government's decision to decommission the Ark Royal three years early and also cut the Harrier force has been criticised by several retired Royal Navy admirals including Admiral Lord West of Spithead.

He said losing the ship in "such dangerous times" was "short-sighted". The ship will be replaced by the Queen Elizabeth class of aircraft carrier, which will not come into service until the end of the decade. They will carry F35 Joint Strike Fighter aircraft, which are replacing the Harriers after they are decommissioned in 2011.

A flypast by the Harriers in Portsmouth was cancelled because of the weather conditions. The first **Ark Royal** saw battle in 1588 against the Spanish Armada. The current ship is the fifth vessel to carry the name and saw active service in the Balkans and the second Gulf War. **Source : BBC**



Above seen the Royal Netherlands Navy De Zeven Provinciën Class frigate **HNLMS DE RUYTER F804** with her ribs proceeding to Valletta, Malta for a crew change on Friday 3rd December 2010.

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

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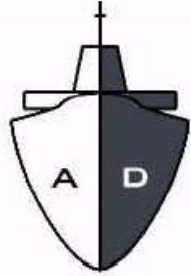
## **Navy Personnel Extinguish Fire On Board Armidale Class Patrol Boat**

A fire has been extinguished on board the Navy's Armidale Class Patrol boat **HMAS Bundaberg**, alongside Darwin Naval base. The patrol boat's duty watch crew responded quickly when the fire was reported in the early hours of Saturday morning. There were no injuries and the services of the Darwin fire brigade were not required. Some of **HMAS Bundaberg's** internal area has been damaged by smoke and water. An investigation will begin shortly into the

cause of the fire. A detailed damage assessment will be carried out in the coming days. **HMAS Bundaberg** is visiting Darwin from its home base in Cairns. **Source : Garry Luxton**

## **SHIPYARD NEWS**

### **ANGLO DUTCH SHIPBROKERS bvba**



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## **Havyard delivers PSV to Garware subsidiary**

Norway's Havyard Group this week delivered a Havyard 832 L SE platform supply vessel was delivered in Bergen to Global Offshore Services B.V., a 100 percent owned subsidiary of Mumbai, India, headquartered Garware Offshore Services Ltd.



Built at the Havyard Leirvik AS shipyard, the vessel was named **Beaucephalus** by Shefali Bajaj, the daughter of the owner's main shareholder Mr. Ashok Garware. Designed by Havyard Design AS in Fosnavåg, Norway, the Havyard 832 L SE is a "large medium size" PSV, offering larger capacities compared to existing designs in the medium segment and has energy-optimised diesel electric propulsion and satisfies the environmental demands of the "Clean Design"

notation. The Havyard 832 L SE is based on the successful Havyard 832 CD design but has an extended length and a larger ship interior. As a result, it provides a higher deadweight capacity, accommodations for more people and more flexibility in regards to the types of tasks it can handle. In addition to usual platform supply jobs this vessel is also designed to perform smaller types of construction work and general maintenance and repair on subsea oil installations. The ship is prepared for installation of offshore cranes as well as ROV- handling. The Havyard 832 L SE is also prepared for moonpool installation.

**Beaucephalus** is the fifth ship delivered by Havyard Leirvik to Garware Offshore Services Ltd. in four years.

Main data and specifications for **Beaucephalus**:

Length : 84.00 m  
Breadth : 17.60 m  
Depth to main deck : 7.70 m  
Speed : 14.5 knots  
Deadweight : 4,500 tons  
Deck cargo / deck area : 812 sq.m

**Source : MarineLog**



Above seen the ferry **CRUISE OLYMPIA** drydocked at Palumbo Malta Shipyard Ltd Dock 4 on Saturday 4th December 2010. Photo : Capt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com)

## Double dry dock capability delivers for Dales Marine

Dales Marine Services' expansion of its dry docking capability on Scotland's east coast earlier this year is delivering results, with the value of contracts generated and dry dock usage both at record levels. With bookings at the Aberdeen and Leith facilities scheduled to reach 54 vessels this year, more than half as many are already booked for 2011. The 112m x 21m x 6.5m dock in Aberdeen is expected to have handled 40 vessels before the end of December, with 14 ships into the 168m x 21.3m x 7.7m facility at Leith since operations began there in late March following a major refurbishment of Imperial Dock by Dales Marine. A wide variety of projects includes ships servicing the offshore oil and gas industry; tugs; ferries and a caisson lock gate which underwent refurbishment at Leith over a six-week period.



Michael Milne, Dales Marine Director and General Manager, said: "The additional capability at Leith, including the capacity to handle two vessels simultaneously, is proving a valuable asset in its own right and in complementing our Aberdeen operations, with the Imperial Dock making an important contribution to the activity.

"The combination gives us considerable scope, not only in servicing current customers, but also in continuing to develop new markets and the variety and size of vessels berthed. Along with bookings taken for the two facilities for next year, this makes for a very positive outlook." There are currently 17 vessels lined up for the Aberdeen dock in 2011 and 12 for Leith where 10 of these ships will be berthed two at a time, maximising the facility's capacity. Dales Marine also undertakes projects alongside quays at Aberdeen, Leith and other ports, including Montrose where it has a workshop to support projects. Part of the Dales Group, Dales Marine was established in 1987. In Aberdeen since 1991, it has leased a two-acre harbour site, including the dry dock, since 2004. The company currently employs around 100.

Source : Offshore News Online

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Above seen the latest watercolor of **Hans Breeman**. Many will recognize the shape of the **ss Rotterdam** which is now permanently berthed in Rotterdam Maashaven for about a year, as a Museum ship, Cruise hotel, Restaurants, Presentation Rooms for business purposes and a Theater. However this watercolor shows the vessel in her previous life as a popular Passenger liner and Cruise ship for the Holland America Line. She was build in 1959 at Rotterdam Droogdok Maatschappij. [www.hansbreeman.nl](http://www.hansbreeman.nl)

## ICG sells charter ship for €37.7m

FERRY OPERATOR Irish Continental Group (ICG) has agreed to sell its Bilbao charter ship for €37.7 million. The ferry is being sold to St Peter Line in Cyprus, with the sum payable in instalments over 5.75 years up to September 2016.

ICG said the transaction would result in a pretax profit of €8 million being booked in its full-year 2010 accounts. Under the terms of the deal, the ship will be chartered to St Peter Line under a hire-purchase arrangement. Title will pass to the Cypriot entity when the final hire payment is made in September 2016. The ship will be delivered to St Peter Line this month and the company is expected to operate it on the Stockholm to St Petersburg route.

ICG acquired the vessel for \$80 million in November 1993 from Sweden's Viking Line. At the time, it was on charter to PO European Ferries for operation on routes from Portsmouth in England to Spain and France. This charter was extended a number of times but ended in October. In the current financial year, the Bilbao has generated charter revenue of €3.6 million and operating profit of €1.5 million. John Sheehan, an equity analyst with company broker NCB, estimated that the Bilbao has generated charter revenues of \$173 million for ICG since 1993, with an additional \$49 million due as part of this deal. ICG's shares closed up slightly ahead yesterday at €15.20. **Source : IrishTimes**



The **VEGA STOCKHOLM** seen enroute Rotterdam – **Photo : Marijn van Hoorn ©**

## Lyttelton Port has no 'clear view' on earthquake claim bill

**Lyttelton Port has no 'clear view' on earthquake claim bill**

Lyttelton Port Co., South Island's biggest port, has no clear view on the value of its claim for damages from September's 7.1 magnitude earthquake.





The bulk carrier **Duncan Bay** sailing from Lyttelton after discharging fertilizer from Vancouver.

Source : Alan Calvert ©

Chief executive Peter Davie said the damage to the port was "extensive" and it is working closely with insurers to assess the cost and figure out the next steps. He downplayed media reports that the media the bill could be between \$50 million and \$200 million. Source : Scoop



The **NOORDHOEK CONSTRUCTOR** seen passing Maasluis yesterday – Photo : George Vermeulen ©

## Ports of Auckland plans dual servicing of larger ships

Ports of Auckland is preparing to service the next generation of container vessels by confirming a multi-million dollar investment in a berth deepening and lengthening program. 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 forty metres. According to Ports of Auckland's chief executive Jens Madsen, more vessels in the 3,500 - 5,500 TEU range will be introduced into New Zealand services over the coming years, which means that the need for major ports to be able to accommodate two such vessels simultaneously is more pressing than the need to accommodate the arrival of



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single larger vessels of 6,000 TEU and above. The maximum vessel draught at low tide on the outer berth will be increased from 11.7 metres to 13 metres. This will be in addition to the current maximum vessel draught at low tide for the inner berth of 12.5 metres. The 'dolphin' construction - a mooring structure separate from the main wharf - will ensure that vessels can be safely moored on the outer berth with a greater overhang than the current scenario. Madsen said that the idea of 7,000 TEU 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." 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. Ports of Auckland is New Zealand's largest container port, with a 63% market share of the upper North Island container trade. **Source: eyefortransport**



The advertisement for Lamnalco Group features a blue background with a faint image of a city skyline. In the foreground, two blue and black tugboats are shown moving through the water, leaving white wakes. On the left, a worker in an orange safety suit and white hard hat is talking on a radio. On the right, two more workers in similar gear are standing on a platform. The Lamnalco Group logo is in the top center. The text "Customer inspired" and "Quality & performance" is centered. At the bottom, the head office address and contact information are listed.

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The 1991 built **BREIZ KLIPPER** seen assisted by Iskes **HERCULES** in the port of Beverwijk

**Photo : H.Blomvliet ©**

## Port of Luanda Handles Over Four Million Tonnes

At least 4.8 million tonnes of assorted goods handled by Port of Luanda, during the first six months of this year, Wednesday said the chairperson of the company, Francisco Venâncio. Speaking to the press at a press conference, the official said these are confirmed results from a provisory report, and at the moment is taking place the assessment of the activity of this last six months.

Therefore, he added that during the two last years the percentage of movements was of nine million tonnes.

Concerning the fare, he explained that there was an increase, since the updating, obliging the fixation of the tax minimum value in 30 dollars, from the sixth up to 30th day of the first month that commodity enters, considering that the first five days are not paid **Source : AllAfrica**



The **Maersk Promotor** sailing towards sunrise in the Timor Sea. - **Photo : Kees Pronk ©**

## UK ports forced to close due to cold snap

High Street chains face Christmas shortages of toys, clothing, electrical goods and furniture after the severe weather closed a number of the UK's largest ports. The snow has already hit sales on High Street, with both John Lewis and JJB Sports warning of a slowdown. Maureen Hinton, an analyst at Verdict Research, said that chains were "in danger of losing much needed sales as the snow keeps shoppers indoors", reported The Telegraph. Container ships were on Wednesday unable to unload at London Thamesport in Kent, while both container terminals at Tilbury Docks on the Thames were shut due to the snowy weather. The closures meant that container vessels from Asia were unable to unload goods. Although retailers have already taken shipment of most of their seasonal products, the disruption could lead to severe delays in last-minute replenishments. Although Felixstowe, the UK's largest container port, was open,

logistics experts predicted that the backlog in other ports could take weeks to clear. The Port of Southampton was open, but it is understood that its container port experienced disruption because of the snow. Port operators hoped to have the ports open today. Grant Liddell, a director at Uniserve Group, a large logistics company, said: "This is severe." Uniserve is helping retailers to use rail, rather than road networks to take delivery of any goods that are making it into the UK.

Retailers are already feeling the strain. Nat Wakely, a director at John Lewis, said sales over the week so far were level with last year: "The snow has impacted both footfall and sales." Verdict's Ms Hinton said: "Typically our transport infrastructure is breaking down and consumers would rather stay at home than risk being stranded in the cold."

Source: [cargonewsasia](#)

## Asian container terminals have highest productivity: Drewry

A report from research firm Drewry says that container terminals in Asia and the Middle East tend to achieve more intensive use of their resources, including berths, cranes and land, than European or North American terminals.



The **NYK ADONIS** seen departing from Singapore Brani container terminal yesterday afternoon

Photo : [Piet Sinke](#) ©

The report entitled "Container Terminal Capacity and Performance Benchmarks" says that the adoption of automation in the industry has slow with no more than 15 worldwide described as automated, and even then there is a distinction between fully automated. The report is based on a sample of approximately 500 terminals worldwide handling at least 100,000 teu annually and equipped with gantry cranes. Source: [seatrade-asia](#)

## Rickmers Group adds a tenth MPC to its fleet

The Rickmers Group has taken delivery of **Rickmers Masan**, its tenth MPC (multi-purpose carrier). Built at the Jingling yard in China, the new vessel is the first in a series of four Superflex Heavy MPC vessels that are being long-term chartered to Hyundai Merchant Marine (HMM) for a period of eight years. They will operate a new HMM service linking the Far East with the Middle East. The naming of **Rickmers Masan** and her renaming as Hyundai Masan took place in brilliant sunshine in the port of Masan, Korea, on 18 November 2010. Her sponsor, Ms Ji-Yi Chung, Executive Vice President of Hyundai Merchant Marine, smashed the traditional bottle of champagne against the bow of the vessel and wished Captain Pavlo Buturlakin, his crew and the ship "fair sailing and a hand's breadth of water under your keel at all times".

At just over 190m in length and with a deadweight capacity of 30,000 tons, **Rickmers Masan** is similar to the Rickmers fleet's Hamburg class ships, a type of vessel that has been deployed with enormous success in Rickmers-Linie's Round-The-World Pearl String Service since 2002. She is equipped with two 320-tonne cranes capable of twinning for a maximum load of 640 tonnes. Jan Boje Steffens welcomed this development in the relationship between his company and HMM, saying "this charter agreement is a renewed expression of the successful cooperation that has linked the two companies for some considerable time". Earlier this year, Rickmers (Japan) Inc, the office of Rickmers-



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Linie in Tokyo, had been appointed general agent for HMM in Japan. As a consequence, Rickmers (Japan) Inc is now able to offer Japanese shippers the HMM Services to the Middle East, complementing Rickmers-Linie's services to North and Central America.

Among those attending the christening ceremony were high-ranking representatives of HMM and Rickmers: Mr S H Lee (Representative Director HMM), Mr H G Choi (Head of Bulk Unit HMM), Mr J H Kim (Vice President/ Bulk Division HMM), Mr Jan Boje Steffens (CEO and Managing Partner of Rickmers Group), Mr Paul Dolan (a director of the Rickmers Group company Polaris), Mr Jens Lassen (Head of Global Shipmanagement Rickmers Group and Managing Director Rickmers Reederei) and Arnim von der Lieth (Director New Building Department Rickmers Group). **Source :** PortNews



The Spanish tug **VEHINTICINCO** arrived last Thursday in Vlissingen – Sloe from Bilbao with as tow the **HILTRUP**, Friday afternoon around 14:00 the tug departed again from Vlissingen as seen above.

**Photo : Wim Kosten - <http://www.maritimephoto.com> ©**

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The **OCEAN PRINCESS** seen moored in Port Louis – Mauritius – Photo : David Fiddler ©

## Panama Canal Authority to increase tolls from January 1, 2011

The Panama Canal Authority (ACP) has announced that a new price and toll structure within the Panama Canal will come into effect on January 1, 2011. After discussions with industry representatives, shipping lines, and government representatives, and in view of the current global economic situation, the ACP had decided that it will not proceed with toll adjustments until 2011. The new date for implementing the tolls will apply to all segments except reefers. On January 1, 2011, the modified pricing structure will be implemented for all canal segments including container, dry bulk, liquid bulk, vehicle carriers, reefers, passenger, general cargo and others. The ACP is set to calculate container segment tolls with a slight price adjustment to the capacity charge. An additional charge that would apply to the number of loaded containers aboard the vessel at the time of transit is also set to be implemented. The reefer segment increase will become effective as of April 1, 2011. Source: [portworld.com](http://portworld.com)



The tug **WESTSUND** with tow assisted by the Iskes tug **ARION** enroute the Alaska harbour  
Photo : Joop Marechal ©

## Penang Port sets annual container target of 2mIn TEU

Penang Port has set a target to handle two million containers annually in five years' time, reported Business Times. The port is banking on the US\$102.29 million North Channel dredging scheme to attract larger vessels and mainliners to its North Butterworth Container Terminal (NBCT). Penang Port managing director and chief executive officer Ahmad Ibnihajar said the dredging work to deepen the North Channel from its current depth of 11.5m to 14.5m would begin in the first quarter of next year. He said the dredging was part of the master plan to transform it from a feeder port into a premier port by 2012. He said work on the dredging scheme was timely as the port wanted to capitalise on the Ipoh-Padang Besar electrified double-track project which was expected to be completed by 2013. "We expect the number of containers to surge as the double-track project will help facilitate the movement of containers from Ipoh and southern Thailand via Padang Besar in Perlis," Ahmad said. Ahmad said the aim was to position Penang Port as the main hub for the Middle East export and import market after placing itself as the intra-Asian main seaport for the Far East market. **Source: cargonewsasia**



The **CELEBRITY MILLENIUM** seen arriving in Willemstad (Curacao)  
**Photo : Willem de Voogd ©**

## **KMML stops dredging at Azheekkal port**

Efforts to make the Azheekkal Fishing Harbour operational received a setback on Wednesday following a decision by the public sector Kerala Minerals and Metals Limited (KMML) to stop all dredging activity undertaken by the company at the harbour.

The KMML authorities formally announced that the decision was taken in the wake of the brutal assault on company personnel engaged in supervising the dredging activities.

There are allegations that vested interests comprising a lobby operating a private fish landing site between Ayiramthengu and the Azheekkal harbour is behind the assault since the lobby allegedly fears that the harbour becoming operational will result in the closure of the landing site. This in turn will mean huge monetary loss to the lobby which at present earns a big share from all fish auctions there. Hundreds of traditional fishing crafts are dependent upon this landing site to sell their catch.

The Azheekkal harbour was prematurely inaugurated in 2006. Since the harbour has not become operational, Union government funds cannot be availed of for the further development of the harbour. The vital aspect for the harbour to become operational is to increase its draft by dredging.



The Alappad grama panchayat then approached KMML with a request to dredge the harbour as the sand contains mineral deposits of more than 20 per cent. An agreement was reached in 2007 that KMML did the dredging on its own cost and pay a royalty of Rs.25 each to the panchayat and the Ports Department on every metric tonne of sand taken to the company.

Though the company discovered that the dredged sand had just 2 to 3 per cent mineral deposits it was decided to carry forward with the dredging. But that lasted just seven days. Owing to serious labour dispute over sand loading activity, KMML decided to stop the dredging activity and that brought the harbour development to a standstill. Later, at the intervention of the Port Department and the then District Collector A. Shajahan talks were initiated with KMML to resume dredging activity both as a commercial and social cause.

When dredging resumed, efforts by KMML to transport the sand in barges through the National Waterway-111 failed because the waterway did not have the sufficient depth at three points. Then it was decided to deposit the dredged sand on shore near the harbour, separate the mineral deposits through pre-concentration, transport the minerals to the company and provide the waste sand for local needs. As the work progressed, KMML staff had to allegedly face frequent threats from the lobby. The company request to the Ports Department for allocating at least one acre of land on lease at the site of the harbour for depositing the dredged sand for mineral separation had also not been sanctioned. The company's attempt to pump the sand to its own land some distance away met with hurdles again because of labour dispute.

It was in this backdrop that KMML staff was assaulted on Tuesday. The dredging activities coming to a halt will render the harbour remaining a national waste. KMML sources said that at least 25 lakh tonnes of sand would have to be dredged for the harbour to become operational. Every year about 4 lakh tonnes of sand are deposited into the harbour area though the Azheekkal estuary. **Source : The Hindu**

## **No ice-class required at Russia's Primorsk port till Dec 20**

No ice-class will be required from tankers at Russia's Primorsk port on the Baltic Sea until December 20, a port source said Thursday. Although the winter navigation season was officially launched on December 1, ice class restrictions have not been imposed yet, the source said. "If the forecast for the increase in the ice cover" proves correct, ice-class requirements will be introduced as of December 20, the source said. Likewise no ice-class restrictions have been introduced at the St Petersburg port also on the Baltic Sea "although we are having very cold weather", a source said, adding that it was not clear when the restrictions will be introduced. **Source: platts.com**

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## **OLDIE – FROM THE SHOEBOX**



Hoek van Holland Harwich Quay in 1965. Alongside the s.s. **AVALON**, built in 1963 as the very last newly built steamship of British Rail. De red B-signalfag indicates bunkeractivities. The **AVALON** sailed in that time only in the night service. On the left the headoffice of the Zeeland Steamship Company Royal Dutch Mailservice, which did the dayservice to Harwich. The brandname Sealink was not yet in use, which was introduced in 1968. On the quayside, railway tracks are seen for perishable goods and general cargo wagons, including mails. The dockers were working for Harwich Ferry Agency, HFA.

In the office on the left, there was also a postoffice for registration of all mailshipments to and from Harwich. In the background the remains of the former Fruit wharf, which are at the spot of the berth of the ferries of Stena Line nowadays. The Fruit wharf was burned down in 1956 and was originally built in 1908 for the Holland America Line. The old concrete wartime bunkers are demolished in the eighties. More to the background the old Vianda berth and on the left the railway to Rotterdam. The old tanker is inward bound for Rotterdam.

Postcard coll. : Capt. Frank Haalmeijer

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



The **RT ANTONIE** seen during a “blizzard” in Rotterdam-Europoort - **Photo : Hans Hoffmann ©**