


DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 342



Number 342 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Wednesday 08-12-2010**

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The ZHEN HUA 10 seen moored at Changxing Island just outside Shanghai, one of the 8 construction locations of ZPMC, loaded with a crane for Shideed in Oman, in front several STEVPRIS anchors can be seen stored on the jetty.

Photo : Piet Sinke (c)

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ISPS code implemented! With a watchmen at the gangway, as can be seen above at the gangway of the **KEREM-D** whilst moored alongside at the RHB terminal in Rotterdam

Photo : Jakob Jan Bijlsma (c)

Dry bulk market looking for direction this week, as Capesize ships end their “misfortunes”

The dry bulk has began the week on a positive note capitalizing on the positive sentiment which finally prevailed during the last days of the previous week. Still, the question on most people's lips is whether the current lull in the capesize sector will continue, or if Chinese steel mills decide to make a final push to restock in iron ore before the year ends. Yesterday, the Baltic Dry Index (BDI) was up by 0.51% to 2,179 points, while the capesize segment was practically unchanged to 2,987 points, rising by a mere four points or 0.13%. According to shipbrokers' reports though, Capesize and VLOC ship owners could be in for some hard times as we move forward into 2011. According to N.Cotzias' latest weekly report, “what we saw as the most interesting pick of the week, was the continued downward return of Capes with 6 continuous downward sessions, which stopped Thursday onwards and turned positive for days, the 9 consecutive positive sessions of the Panamax size segment that turned negative on Friday we note that the Panamax sector poses a great deal of weekly volatility, we also comment on the Supramax sector that after 29 negative sessions count nine consecutive positive runs, and the Handies following closely with a very similar prolonged 34 days continual downhill run, that has already turned into an 8 day positive switch”. But, Cotzias remains very sceptical regarding the capesize sector and specifically, whether it has found a potential “bottom”, or if it still has room to fall even further. “This negative negative momentum on the large ships has increased the uncertainty and has raised more of our concern about China's ability to “support” all new ships that “fall in the water” every day. On the other hand continued deliveries of so many new ships that have been added to the active fleet, is a seriously alarming problem that we feel has not been faced with the amount of seriousness and adequate severity. Many new ships almost 2 ½ ships Bulk Carriers have been delivered each day for the whole year with 11 months completed, and that ends up bringing the active fleet over 70 mil tones tallying a massive total 617 mil tones of carrying capacity. There are still pending for the remainder of 2010 (27 days!!!!) 730 ships of 16.3 mil tones that in theory have to be delivered by end of 2010” said Cotzias, highlighting the oversupply problem of the dry bulk market. Of course it goes without saying that most of these will not and can't be delivered later this year and will be transferred to the already strained orderbook waiting for 2011, where the expected dry cargo ships amount to 1851 ships of a total capacity of 129 mil tones. “We are of the considered opinion that there was a significant increase in the world fleet during 2010 and many more analysts feel that this influx of tonnage has “somewhat dampened” the overall positive effects of China's growing demand. This dampening has kept the freight market to practically semi-mediocre or at the best case to well above sustainability daily levels, and had we had the same amount of tonnage instead of the +70mil dwt fleet we could have seen freight levels of 20-30% above the actual levels. Cancellations and scrapping are the only effective measures we may use against the overcapacity issues, but unless these ships cancelled or scrapped are tripled in volume, the problem will occur and we will just feel that up to now we would have swept the dust under the carpet” concluded Cotzias. Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



The tug **COURBET** seen passing Hoek van Holland outward bound towing the inland water tankers **(ATLANTIC) TRANSPORT** and the **(ATLANTIC) ENERGY** with destination Lagos (Nigeria)

Photo : Bas D-ploeg RPA 16 (c)

Increased labour problems lead to premium hikes

Due to experiencing some of the worst strikes for many years in 2010, the Strike Club has called for a general increase of 10% for the 2011 policy year in Classes I and II and a general increase of 5% in Class III. In addition, in both cases, there will be a full review of each member's record, exposure and deductibles. For the 2010 year, the general increase in all three classes was 5%. On a positive note, the managers said that the calendar year 2010 started very well, with the overall surplus of \$3.1 mill for the financial year to 31st January 2010 being the best in the club's 53-year history, taking the combined free reserves to \$33.7 mill. Bill Milligan, SC Management CEO, said that most P&I clubs had reported distinctly improved claims figures for this year. However, The Strike Club, which offers shipowners low-cost cover against vessel delays, or loss of earnings resulting from labour disputes and myriad other risks, had unfortunately experienced a harsh claims environment. Milligan continued: "The reasons are certainly not hard to find – we are now inured to the word recession. The right to strike is an important one for workers in most of the civilised world, but increasingly this is impacting shipping operations as many European countries try to shore up or rebuild their ravaged finances by making draconian cuts in jobs, wages, pensions and welfare benefits. "All this is fomenting labour unrest of dimensions not seen for perhaps 50 years. General strikes, which are becoming more violent in nature, have already occurred, sometimes more than once, in Greece, Portugal, France and Ireland and undoubtedly we will see more trades union and public sector protests. "The club had an excellent renewal in February this year, with a retention rate of approximately 95%. The directors are determined that the club's financial position remains robust and adequate to meet future obligations," he concluded.

Having reviewed the underwriting results for open policy years, the directors advised -

*On piracy, the managers said that complying with 'best management practices' promulgated by the International Chamber of Shipping and others is compulsory for companies with war risks cover.

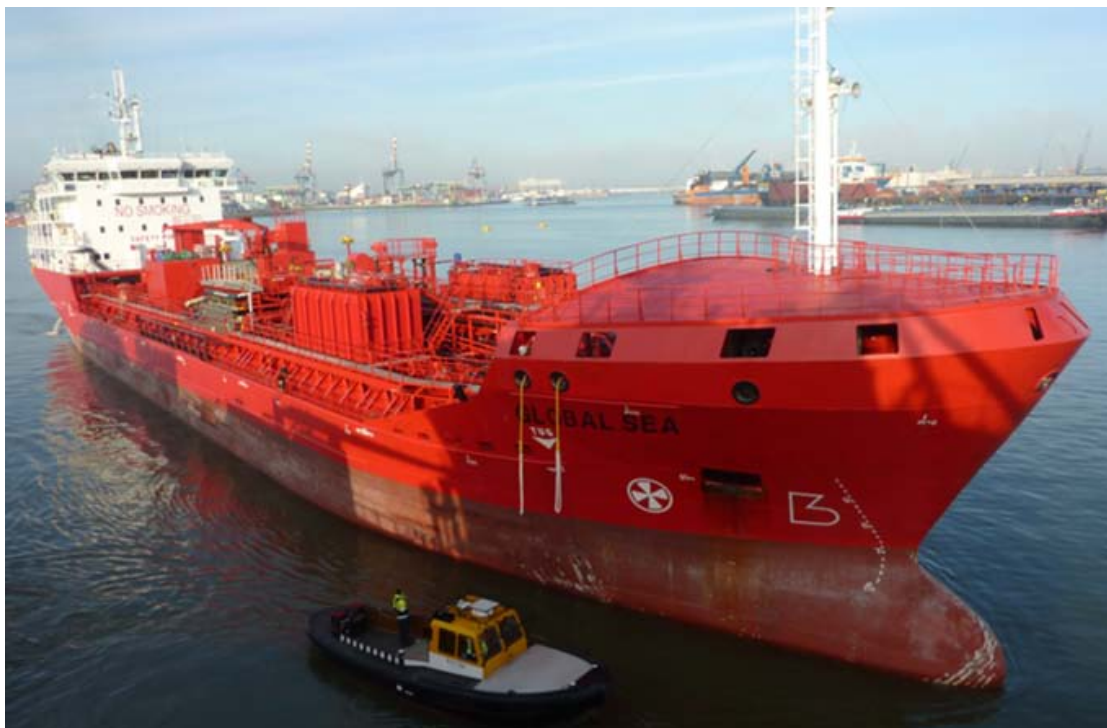
*On trade sanctions, the managers recommended that companies seek specialist advice in cases where these may apply. A sanctions and limitations clause will be included in future certificates of entry, cover notes and policy documents. **Source: Tanker Operator**



The New Zealand flagged stern trawler **Amaltal Columbia** sails from Lyttelton for fishing grounds after completing repairs at the port. **Photo : Alan Calvert (c)**

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

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



The '**GLOBAL SEA**' (from Netherlands based company North Sea Tankers Management) seen arriving in Rotterdam - Waalhaven. Following the **Global Earth** and **Global Moon**, the **GLOBAL SEA** will be the third ship of North Sea Tankers that will be changed to Dutch flag. **Photo : Ralf Kroon (c)**

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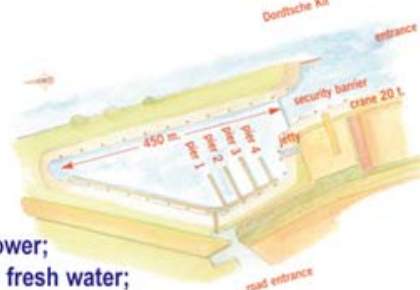
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Hazardous cargoes – three ships sunk; 44 deaths in 39 days: The Unanswered Questions

Three days after informing the Maritime Safety Committee of the International Maritime Organization (IMO) about what it feels are the unacceptable hazards associated with Iron Ore fines loaded in wet weather conditions and Nickel Ore, Intercargo – the dry bulk shipowners association, has called on shippers / cargo interests to conduct an urgent review into the testing and safety processes involved in shipping the cargo following a spate of accidents and fatalities. These cargoes are used in the steel industry and are exported from a number of countries including India, Indonesia and the Philippines. At the same time, it has also called on shipowners to consider the risks associated with these cargoes – known officially as “cargoes which may liquefy”, and for Governments and their Competent Authorities to re-check the safety processes at the port of loading before accepting the cargoes. “We know that all shipowners of quality care about the safety of their seafarers and what has occurred in the last 39 days is completely unacceptable” says Rob Lomas, Secretary General of Intercargo.

All three sinkings – the **Jian Fu Star** (October 27th : 13 fatalities); the **Nasco Diamond** (November 10th : 21 fatalities) and the **Hong Wei** (3 December : 10 fatalities) reportedly carried :-

- **the same cargo – Nickel Ore**
- **loaded in the same country – Indonesia,**
- **in Chinese operated and manned ships,**
- **under the Panamanian flag,**
- **sank in broadly the same location,**
- **and all were bound for the China for use in the Chinese steel industry,**

Cargoes which may liquefy are loaded into bulk carriers but if not properly tested and certificated, may move as a slurry or a liquid if their moisture content is too great, causing stability problems, listing and eventual capsizing. “Our association has had an opportunity to forewarn its members about these cargoes and has been very surprised to learn from owners that the rudimentary loading conditions in some of the exporting countries may have contributed to accidents” says Lomas.

“We know that many companies refuse to accept these cargoes because they are either not loaded in accordance with the international standards contained in the IMO IMSBC – the International Maritime Solid Bulk Cargoes Code or when Masters sense that the testing and certification processes aimed at determining the moisture content of the cargo being offered for shipment lacks credibility. Masters have refused cargoes which appear to be highly suspect in terms of their moisture content vis à vis their Shippers Declaration certificate or where Masters have been refused their right to use an independent third party cargo surveyor.” “Sadly, some shipowners may not have the relevant experience or knowledge in interpreting the IMSBC Code and may accept cargoes which are unsafe. But we need to receive the reassurances of the Competent Authorities in the exporting countries that their procedures and processes have integrity and transparency so that this message is received and most importantly, believed by the shipowners. Competent Authorities are key to ensuring that seafarer’s lives are not put in peril.” “At the very least, any exporting country which cannot meet these requirements or which refuses to allow independent third-party surveyors is likely to find maritime transport for these cargoes more difficult to source” says Lomas. **Source: Intercargo**



Above seen the AFM Austal Class Patrol Craft **P23** with Virtu Ferries latest addition **JEAN DE LA VALETTE** at speed offshore Malta on Monday 6th December 2010.

Photo : Capt. Lawrence Dalli - www.maltashipphotos.com (c)

An advertisement for Mammoet Salvage. The top half shows an aerial view of an offshore oil rig with a tugboat nearby. The text 'MAMMOET Salvage' is overlaid on the left. The bottom half is a red banner with '24/7' in large white letters on the left. On the right, it says 'Smart solutions, united experience' in small text, followed by 'PHONE +31 (0)10 2042 445' and 'salvage@mammoet.com www.mammoetsalvage.com' in a black box.

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NAVY NEWS



Above seen the German navy Gepard Class fast attack craft (missile) **FGS HYANE P6130** leaving Valletta, Malta on Monday 6th December 2010.

Photo : Capt. Lawrence Dalli - www.maltashipphotos.com (c)

US Navy Ship Alan Shepard Off for Repairs

Guam News Watch caught a glimpse of the damaged weapons supply ship leaving Apra Harbor this afternoon under the power of two tugs. An ocean-going navy tug awaited the **Shepard** once it arrived on the open ocean. Lieutenant Commander Mike Morley says the Shepard is being towed by the **USNS Safeguard** to Sembawang Shipyard in Singapore for repairs.

The tow itself will take a couple of weeks. Repairs are expected to take three weeks. Once the ship's shafting system is fixed and a blemish on the hull is repaired in Singapore, the **Shepard** will return to replenishing US Navy ships in the seventh fleet. Morley says the **shepard** underwent \$4.7 million in routine maintenance at the Guam shipyard.

Source : Guam Newswatch

Sikorsky, AgustaWestland compete for \$2 billion Denmark helicopter order

Sikorsky and AgustaWestland are in the race to bag a \$2BN order for 12 helicopters from Denmark. While Sikorsky is fielding its MH 60R multi-mission helicopters, AgustaWestland had jumped in with its AW159 and AW101 helicopters.

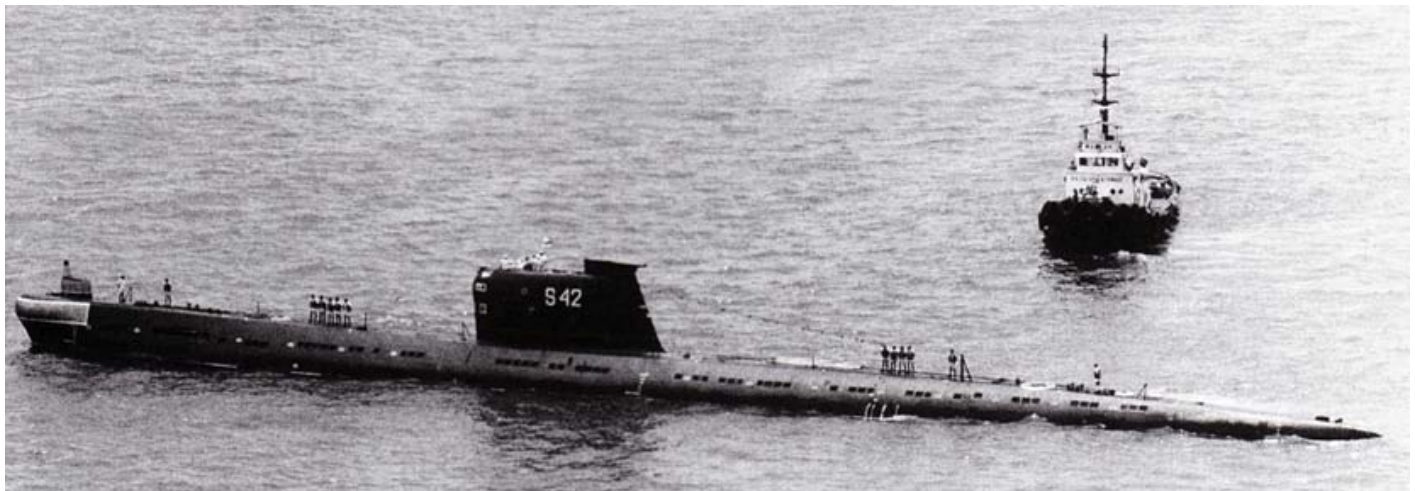
"We have been downselected as contenders for the Danish requirement", said Geoff Russell, AgustaWestland spokesperson. Defenseworld.net had earlier reported a US FMS notification to Congress of a possible sale as a contract win. But following a clarification from AgustaWestland, it seems this competition is very much open.

The Royal Danish Navy currently operates a fleet of eight Westland Super Lynx Mk.90B helicopters. For the MH-60R, the prime contractors will be Sikorsky Aircraft Corporation as well as Lockheed Martin, General Electric and Raytheon Corporation. Source : DefenseWorld

Last of Foxtrot submarines to retire on Dec 9

The submarine is the last of the Foxtrot class of submarines that were built in the erstwhile USSR

The **Foxtrot class** of submarines, the first to have joined the Indian naval fleet, will bid adieu to the elite services after 36 years in service. The last of the Indian Navy's Soviet-built Foxtrot submarines, with which the navy's submarine arm came into being, will retire on December 9, bringing an era to an end. With the decommissioning, the already dwindling submarine strength of the force would dip further.



Above seen the **S 42 VAGLI** at a file photo – Photo : George Arra

INS Vagli, the oldest operational submarine of the Indian Navy, undertook its last dive on July 21 and is presently berthed at Visakhapatnam. The submarine will be decommissioned on Thursday, a day after the Indian Navy marks its Submarine Day. The submarine, presently commanded by Commander AA Kapre, is the last of the Foxtrot class of submarines that were built in the erstwhile USSR. It was commissioned on August 10, 1974, at Riga and has since operated extensively off both coasts of the country.

The Russian Navy had retired its last Foxtrots between 1995 and 2001. Earlier this year, the Indian Navy had retired **INS Vela**, commissioned in 1973.

The Foxtrot class was the NATO's reporting name of a class of diesel-electric patrol submarines that were built in the Soviet Union. The first of the submarines was launched in 1957 and commissioned in 1958. By the time the last submarine was completed in 1983, the Foxtrot class had become obsolete.

The latest development is an eye-opener for the navy, which has not inducted a submarine in the last 17 years.

According to Comptroller and Auditor General (CAG), the navy's submarine fleet is ageing and by 2012, 63 per cent of the vessels would have completed their operational life. Due to "serious slippages" in the induction plan, the CAG report said: "In what could seriously impact on the operational preparedness of the Indian Navy, more than 50 per cent of its submarines have completed 75 per cent of their operational life and some have already outlived their maximum service life." If the construction plan for new submarines is not expedited, the CAG said that "63 per cent of the existing fleet would complete their prescribed life by 2012 when the first new submarine will be inducted as per the present schedule." The Indian Navy, operating just 16 submarines, has a submarine strength much below the envisaged force level and a large number of submarines in the existing fleet will become due for decommissioning in the immediate future, leading to a sharp decline in the fleet.

The construction of six Scorpene submarines at Mazagon Dock Ltd has been suffering chronic delays due to technology transfer issues. The indigenously-built nuclear submarine **INS Arihant**, which was launched in mid-2009, will be

commissioned by 2012 end. Taking note of the situation, the government has sanctioned the construction of six more conventional submarines, but the first of the submarines would be ready for commissioning only by 2015. **Source :** Tehelka

Nimitz heads for Bremerton, carrying cars

The aircraft carrier **USS Nimitz (CVN 68)** departed San Diego December 6 to conduct an administrative homeport change from Naval Base Coronado to Naval Base Kitsap at Bremerton, Wash.



Nimitz is making the homeport change to conduct a year-long docking-planned incremental availability (DPIA) at the Puget Sound Naval Shipyard and Intermediate Maintenance Facility (PSNS & IMF) at Bremerton.

Prior to the departure, a large part of the carrier's deck looked like a parking lot. The ship unloaded more than 400 privately owned vehicles belonging to sailors for the transit to Washington as part of an Opportune Lift program to assist Sailors and their families with the move. **Nimitz** is scheduled to conduct a docking planned incremental availability upon arriving in Washington.

"During the maintenance period, **Nimitz** will receive major upgrades to its potable water system, combat and self defense systems, navigational systems, electrical load centers and numerous other components," said Lt. Cmdr. Charles Jones, ship's maintenance manager for **Nimitz**. Todd Shipyards Corporation subsidiary, Todd Pacific Shipyards has been awarded a \$3,739,714.00 modification to previously awarded contract N00024-08-C-4416. The contract modification is an exercised option for the **Nimitz** DPIA and is a portion of the work to be completed by Todd Pacific during the overhaul period. Todd 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 under the company's five-year Multi-Ship Multi-Option 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 :** MarineLog

SHIPYARD NEWS

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DCNS chief blames Indian shipyard for submarine project delay

Patrick Boissier, Chairman and CEO of DCNS has blamed India's state owned shipyard MDL for delays in launching the first submarine under the P75 project which is to build six submarines in India with technology from DCNS. In opening remarks during a press conference in Delhi, Boissier said, "MDL is the only Indian naval shipyard to have produced submarines in the past. However, the competencies developed have seen a 'breach' for the last 15 years. Considering submarines technologies, this is a huge gap to fill".

He said, "human competences, when not maintained, disappear slowly but surely and industrial means become not adapted to the needs or (become) obsolete. You therefore have to consider new investments and learning stages that cost both time and money. It is crucial to keep competences and industrial means up to date to perpetuate the investments made".

He said following the delay in the launch of the first submarine, DCNS is working with MDL and authorities in Delhi to achieve the earliest possible date of launch. For the upcoming stages of the project such as outfittings together with systems integration and running of trials, an adapted organisation from the shipyard is needed. Together with MDL, we created a common 'task force' aiming at quality and at the greatest efficiency.

On a positive note, Boissier said that MDL has today absorbed the demanding technologies associated to hull fabrication. The Indian shipyard is done with the hulls of the first and second submarines. Third and fourth hulls are in progress while the frame to receive the hull of the fifth submarine is under manufacture. **Source : defenseWorld**

Jurong Shipyard set to deliver drilling rig to Atwood Oceanics

The ultra-deepwater semi-submersible rig rated for 10,000 feet water depth is Atwood Oceanics' second rig order with Jurong Shipyard. Sembcorp Marine's subsidiary Jurong Shipyard is on track to deliver the **Atwood Osprey** – a first of its class ultra-deepwater semi-submersible drilling rig – to Atwood Oceanics following its successful naming on Saturday.

Scheduled for delivery in early 2011, the **Atwood Osprey** will be deployed by Chevron Australia Pty, Ltd to the Greater Gorgon area in northwest Australia. The 9th rig from the Friede & Goldman (F&G) ExD Millennium Class series built by Jurong Shipyard, the Atwood Osprey was specifically developed to meet challenging environmental conditions on-site and is a testament to the yard's ability to enhance existing designs and overcome engineering challenges to meet owner's requirements, according to a Jurong Shipyard report. The **Atwood Osprey**, the first of two high-performance semi-submersible rigs contracted to Jurong Shipyard by Atwood Oceanics, was christened by Lady Sponsor, Mrs Patricia Springer, wife of Mr Kent Springer, Chevron Australia's Drilling and Completions Manager, during a ceremony in Jurong Shipyard. Following its naming, the **Atwood Osprey** will go through final testing and commissioning prior to its delivery. The moored rig will be capable of drilling up to 35,000 feet as well as operating in water depths of up to 6,000 feet with its own mooring equipment and 8,200 feet with pre-laid mooring, and has an accommodation capacity for 200 persons.

Atwood Oceanics' second rig order with Jurong Shipyard, an F&G ExD Millennium Class dynamically positioned ultra-deepwater semi-submersible rig rated for 10,000 feet water depth, is currently under construction and is scheduled for delivery no later than mid 2012. When completed, both of these units will be the most advanced drilling rigs in Atwood Oceanics' fleet and will further strengthen the company's position as a leader in the offshore drilling industry. Mr Rob Saltiel, President and CEO of Atwood Oceanics, commented, "The Atwood Osprey is the result of our successful collaboration with Jurong Shipyard, Chevron Australia, and many equipment suppliers and service partners who have worked side-by-side with us to complete this project safely and on time. Atwood and Jurong have enjoyed a long and successful history of working together, and today marks another bright chapter in our productive relationship." Mr Wong Weng Sun, President and Chief Executive Officer of Sembcorp Marine and Managing Director of Jurong

Shipyard, said: "We would like to thank Atwood Oceanics for entrusting us the construction of their two semi-submersible drilling rigs. Jurong Shipyard had since the late 70s carried out repair and upgrading for Atwood's fleet, including the Atwood Southern Cross, Atwood Hunter and Atwood Falcon. This close relationship has resulted in a synergy that has been a contributing factor towards the successful execution of the Atwood Osprey project."

Source: **Shipping Marine**



The Chemical/Oil Product Tanker "**STOLT PETREL**" belonging STOLT TANKERS B.V. Rotterdam, under dry docking works at Malaga Shipyard belong **CERNAVAL SHIPYARDS GROUP** in Spain.

Photo : **David North** ©

American Shipbuilding Association to be dissolved

The Board of Directors of the American Shipbuilding Association (ASA) said that the organization will be dissolved effective December 31, 2010. The decision comes after a review of the organization's charter and changes in the industry landscape convinced the Board that another approach was needed to address the industry's issues in Washington.

"The structural changes underway in the U.S. shipbuilding industry and the recent decision by Cynthia Brown to step down as president of the Association have afforded the opportunity to take a hard look at the direction the industry needs to take in the months and years ahead to ensure our voice is heard in Washington and across the country," said Fred Harris, Chairman of American Shipbuilding Association. "We concluded that the American Shipbuilding Association had served its purpose and that in light of the structural changes occurring in the industry, a new approach was required going forward. What that approach will look like will be the subject of ongoing discussions among the membership."

ASA represented the largest U.S. Navy shipbuilders and had six shipyard members plus over 100 supplier members.

Source : **MarineLog**

Marinette Marine launches LCS 3



The Lockheed Martin-led industry team launched the third Littoral Combat Ship (LCS), **Fort Worth**, at the Marinette Marine shipyard in Wisconsin on Saturday. Just prior to the launch of the 389 ft ship into the Menominee River, sponsor Congresswoman Kay Granger of Texas, christened Fort Worth with the traditional smashing of a champagne bottle across the bow.

The U.S. Navy awarded the Lockheed Martin-led team the contract to construct Fort Worth in March 2009. The ship is now 80 percent complete and will continue to undergo outfitting and testing at Marinette Marine before delivery to the Navy in 2012.

"It is an incredibly rewarding experience to see **Fort Worth** launch into the water - on time and on budget," said Orlando Carvalho, president of Lockheed Martin's Mission Systems and Sensors business. "The team's strong performance and hard work in bringing Fort Worth to this point illustrates our ability to meet the Navy's need for a class of affordable, multi-mission combatants."

Prior to constructing **Fort Worth**, the Lockheed Martin-led team designed and constructed the first LCS, USS Freedom, which was deployed in February 2010, two years ahead of schedule. Additionally, this summer the ship participated in the Rim of the Pacific Exercise 2010, where it interacted with international Navies and successfully completed a series of operational exercises, including a live-fire exercise with the MK-110 57 mm gun, the launch of a Rolling Airframe Missile, and a maritime security exercise.

In addition to shipbuilder Marinette Marine Corporation, a Fincantieri company, the Lockheed Martin-led team for LCS 3 includes naval architect Gibbs & Cox as well as other domestic and international companies. **Source : MarineLog**

Two Primorye shipyards bag portfolio of 47 orders

Two modern shipyards projected to be built in Russian Primorye Territory have secured orders for 47 large ships. The delivery of more than 60% of the orders is scheduled for 2011-2015, the regional administration said referring to the contracts signed to date.

Presentation of investment projects of Zvezda-DSME and Vostok-Raffles shipyards for large vessels as objects of socio-economic development of Primorsky Territory took place at the Inter-regional conference of the United Russia party in Khabarovsk. Regional Governor Sergey Darkin told Prime Minister Vladimir Putin about the projects. One of the shipyards in the Far East is being built by the Far East Center of Shipbuilding and Ship Repair (a sub-holding of the United Shipbuilding Corporation) jointly with the South Korean Daewoo Shipbuilding and Marine Engineering (DSME). Total project worth about \$ 650m will be funded by the USC and DSME. Vnesheconombank is also expected to join the project. The new shipyard is designed to build 4 or 6 vessels a year. The yard construction is scheduled to begin in the coming days. Zvezda-DSME as well as Vostok-Raffles (a JV of USC and Singapore Yantai Raffles Shipyard Ltd.) are planned to start building vessels in 2012. **Source : PortNews**



Serco takes delivery of last Damen vessel marking the end of a three-year contract

29 out of 29 vessels delivered on time and on budget!



A three-year, 29-vessel contract came to an end as the last tugboat of the huge Serco contract was named '**SD Deborah**' at the Damen headquarters in Gorinchem on 3rd December 2010.

Due to be deployed at Devonport, one of the main bases of the British Royal Navy, the '**SD Deborah**' was the smallest ASD tug in the order, which has included pilot boats, tugboats, high-speed craft, barges and a worldwide support vessel. '**SD Deborah**' is one of four sister tugs.

The 16 Damen vessel types included in the order ranged between 12 m and 86 m. They have been built at Damen-

owned shipyards in the Netherlands, Poland and Romania. In December 2007, Serco placed the multi-vessel order with Damen Shipyards Gorinchem to enable the international services group to support the British Royal Navy at its bases in Portsmouth, Devonport and the Clyde.

Serco operates and owns 110 vessels at the three naval ports under a 15-year contract.

Efficiency and cost-savings

Henk Grunstra, Damen Project Director, says: "We are very proud that this contract, which had a very tight deadline, has seen all the vessels delivered on time and on budget."

One of the reasons Serco chose Damen for such a large contract was because everything can be done from one location, he stresses. "All of the supervision, inspections etc. were all handled through one single channel. This saved Serco a lot of time and money and makes handling such a big contract very efficient."

"Around 50 people (out of a total Damen engineering staff of 150) have worked on the engineering side but Serco only needed to have two to three project engineers assigned for the supervision because the process is easily controllable. Everything can be streamlined through one location."

Being able to offer all of the services and support centrally was also very important in the five-year preparation period before building got underway, emphasises Mr Grunstra.

Each vessel tailor-made for Navy contract

Damen tailor-made every vessel to perfectly suit the naval contract. The '**SD Deborah**' is designed to be a highly manoeuvrable vessel in a relatively small operating area. '**SD Deborah**' has two Rolls Royce US 155CP, fully steerable propulsion units and it is fitted with a bow thruster. Thrusters of this type, in combination with controllable pitch propellers, make the '**SD Deborah**' highly manoeuvrable during all towing and pushing operations.

The vessel has achieved a Bollard Pull of 23.8 tons and a speed of 11.5 knots during sea trials.

Two Caterpillar 3508B diesel main engines generate 2,000bhp. The tugboat can transport up to 12 passengers, as well as cargo and it can transfer fresh water and provide fire fighting and water spraying facilities. The ASD Tug 2009 is the smallest ASD tug built by Damen and despite its size the vessel is capable of assisting both surface vessels and submarines.

Other details include special grey fendering rather than the traditional black, and the tug is fitted with underwater fendering for when it has to work alongside submarines. The contract was handled by SD Marine Services, the procurement company of Serco under a Private Finance Initiative (PFI) contract with the British Ministry of Defence. This is the first PFI ever carried out in the marine industry.

Most of the 29 vessels are being used to replace older tonnage so Serco could also sell its old vessels through the Damen subsidiary, Damen Trading. The naming ceremony was carried out by Lynda White, wife of Frank White, master with Serco in Devonport. To make the naming occasions extra special, each of the 29 naming ceremonies has been followed by a cultural visit. Following the naming ceremony of the '**SD Deborah**' the guests visited the Netherlands National Glass Museum in Leerdam.

ROUTE, PORTS & SERVICES

Sri Lanka's Jaya Container Terminal sets new record

Sri Lanka Ports Authority (SLPA) run Jaya Container Terminal [JCT] has recorded a throughput volume of 2m teu in a little over eleven months this year. The SLPA recorded an increase of 7.6 percent compared to the total figure of 1.9m teu, the highest-ever performance rate recorded by SLPA in 2008 before recession hit global trade, Sri Lanka Ports Authority Managing Director Capt Nihal Keppetipola said.

He said this performance was achieved for the first time in its history as a state-run terminal. "SLPA has been performing its above average efficiencies through the past years and has displayed an impressive growth trend. The Colombo Port would also reach the 4m teu mark before the end of the year, which will also be a record. "Phase One of the Colombo South Harbour which gives an additional 2.4m teu capacity will be ready by early 2013 ensuring Sri Lanka the South Asian Container Hub status," Keppetipola said. **Source: seatrade-asia**



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The mud storage barge **Supreme Energy I** seen at KSB in Malaysia
Photo : Capt Jelle de Vries (c)

New York employers sue dockers for US\$5 million for illegal strike

The New York Shipping Association (NYSA) has the International Longshoremen's Association (ILA) for more than US\$5 million for damages arising from its two-day September strikes in New York, New Jersey and Philadelphia, reports Newark's Journal of Commerce. Picketing at New York-New Jersey was an attempt to pressure shipping lines using Packer Avenue Marine Terminal in Philadelphia to encourage Holt Logistics to continue to hire ILA dockers, rather than switching to an non-ILA terminal, employers said.

"By seeking relief of the costs incurred by our members, we hope the ILA will understand that it is in everyone's best interest to work together in our port and not encourage actions that can only hurt us," said NYSA president Joseph Curto. "In today's environment of port-to-port competition and other significant economic challenges, the action by the ILA was just plain wrong," he said. Filed in US District Court in Newark, the suit accuses the ILA of engaging in an illegal secondary boycott by inciting New York-New Jersey dockers to stop work in support of a protest against the shift of Del Monte fruit imports in the Philadelphia area to a non-ILA terminal in Gloucester City, NJ. The strike ended after the NYSA threatened the ILA with a contempt of court order if the union did not comply with a federal judge's restraining order, backing up an arbitrator's declaration that the strike was illegal. Eighteen carriers are participating in the suit, claiming the strike delayed ship operations and required terminal operators to pay extra overtime to move delayed shipments. Source: schednet.com



The Coast Guard Cutter **P 810 JAGUAR** seen arriving in Willemstad (Curacao) in the background is seen HAL's **ZUIDERDAM**

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

Malaysia plans to expand Tanjung Langsat Port

The former executive director of Johor Port, Abdul Khalid Khan Lal Khan, is set to lead a revamp of Tanjung Langsat Port (TLP), which will include the set-up of a free trade zone, reported Business Times. According to sources, Abdul Khalid will take over the running of TLP to make it a full-fledged container port that will tap the demand in Pasir Gudang. Currently, TLP, now owned by Johor Corp, is operating as a private jetty. It was set up with the aim of making it the largest biodiesel hub in the world. There are two other full-fledged container ports in Johor, which are Port of Tanjung Pelepas (PTP) and Johor Port. While PTP is under-utilised, Johor Port is reportedly operating at full capacity. It was reported that Abdul Khalid was among those who opposed the rationalisation plan involving PTP and Johor Port. He had left Johor Port early this year after being given the option to join PTP's parent MMC Corp or go on leave. TLP is situated 12 nautical miles from the international shipping lane and only 50km away from Senai Airport. Its location within Iskandar Malaysia will also give positive impact to the port's development and growth in the future. Its shoreline of 4.5km and draft of 12.8m is capable of accommodating between 5,000 dwt and 120,000 dwt vessels. Last year, TLP, which has five liquid cargo berths, handled 28 liquid bulk ships or some 641,500 tonnes. TLP has successfully concluded a land-lease agreement involving 32.4ha land within the port area to two multinational groups namely French group Asiaflex Products and Kiswire from South Korea and a local company, Johor Shipyard & Engineering. **Source: cargonewsasia**



Above seen a photo made by the crew of the [Rolldock Sun](#) after loading the second IHC Cutter Dredger in Rotterdam at the RHB terminal. mv Rolldock Sun is now on it's way to Karachi, Pakistan to deliver the dredger.

Photo : Jakob-Jan Bijlsma (c)

Mexico prepares tender for new port at Punta Colonet

Best Shipping News reports that in 2011 the Mexican government will finally launch a tender for construction of the long-delayed mega-port at Punta Colonet, on the country's Pacific Coast. Secretary of Communications & Transport Juan Francisco Molinar said Punta Colonet will take advantage of transpacific trade, linking US markets with Asian exporters, and competing with the ports of Long Beach and Panama. The Mexican government plans to invest at least two billion dollars to develop the container port, which will be located 130km from Ensenada, and 240km from Tijuana.

Source : sandandgravel

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Port of Odessa handles millionth ton of Venezuelan oil

State-owned Odessa Commercial Sea Port (OCSP, Ukraine) offloaded on December 6 from the Isle of Man-flagged [PARAMOUNT HANOVER](#) tanker the millionth ton of Venezuelan crude oil shipped to Belarus, the stevedore company's press service said. Overall, there were 78.1m tons of oils discharged yesterday from the tanker to onshore tanks. The first shipment of Venezuelan oil of Santa Barbara grade was carried to Odessa at the end of April. By early December, the port has handled 12 crude carriers (the [PARAMOUNT HANOVER](#) is the thirteenth tanker), the total delivered volume – 924,400 tons. The transit cargo is transported from Odessa by rail to a Mozyr-based refinery in Belarus. As Nicholas Pavliuk, the chief of OCSP stated at a meeting in early December, "freight flow of Venezuelan oil to the port of Odessa is strategically important, and the company's administration will make every effort to provide quality handling service." State-run Odessa Commercial Sea Port is one of the largest ports of the Black Sea-Azov Basin. The OCSP's facilities allow the stevedoring company to handle annually over 14 million tons of dry cargo and 14

million tons of liquid bulk cargo. Last year, OCSP's freight throughput shrank by 19% year-over-year, to 28.007 million tons. **Source : PortNews**



"The tug **DMS Osprey** with work island **Goliath** approaching the port of Den Helder 06-12-2010".

Photo : Ron Damman - www.newdeep.nl ©

OOCL plans order for 13,000 TEU ships

Orient Overseas Container Line (OOCL), the Tung-family-controlled shipping company, could order massive container ships that would be almost 50 per cent bigger than any ship in its fleet, a senior executive confirmed. Such a move would reflect the expected long-term growth in demand in Europe for Asian exports. Stephen Ng Siu-kow, OOCL director of corporate planning, indicated that the carrier was looking to bolster its fleet, reported the South China Morning Post.

Ng said: "We are looking at 8,000 TEUs and up to 13,000 TEUs, but we have not made any decisions on placing orders for these vessels yet. "We have a team of experts who are constantly exploring opportunities and regularly meet shipyards and other vendors to review new technologies, discuss industry issues, as well as explore possible new buildings." The largest vessels now sailing in the OOCL fleet are 16 ships capable of carrying 8,063 TEUs that were ordered at the Samsung Heavy Industries shipyard in South Korea at a total cost of US\$1 billion. The last in the series, OOCL Luxembourg, was christened last April.

The container line also has six 8,888 TEU box-ships that were ordered from Shanghai's Hudong-Zhonghua Shipbuilding (Group) in 2007 at an overall price of \$723 million. Ng said these ships would be delivered between 2011 and 2013.

The current price of a 13,000 TEU container ship ordered from a South Korean shipyard is about \$125 million. The ships can only be deployed on Asia-Europe services because ports in the United States have restrictions on the size of vessels that can use the terminals. Similarly, while container volumes on intra-Asian trade routes are growing, operationally 8,000-13,000 TEU is too large for the trade.

Analysts at Macquarie Research and Goldman Sachs are forecasting a shortage of container ship capacity in 2012 as the construction and delivery of vessels lags the expected growth in container volumes. Commenting on the market outlook, Ng said economic uncertainty in Europe would continue to have an adverse impact on Asian companies because the depreciation of the euro against Asian currencies made exports more expensive. But he added: "We are cautiously optimistic that there will be growth of five to six per cent in trade volumes" on Asia-Europe next year compared with this year. This would "imply that our trade volumes will be more or less back to the levels of 2008". Out of all the markets, Ng indicated there were brighter opportunities on intra-Asian trades. He said container volumes have grown significantly this year due to the impact of free trade agreements between China and Asean countries. "Next year we will focus on the lucrative intra-Asia routes and add services or capacity where necessary," Ng said. "We expect 2011 demand will continue to grow but at a slightly slower pace, due to the slowing down of GDP and monetary tightening in Asia, especially in China." **Source: cargonewsasia**

ZPMC (Shanghai Zhenhua Heavy Industry Co Ltd)



Everybody in the maritime industry has seen them once, the **ZHEN HUA transport ships** loaded with gantry cranes entering a port somewhere around the globe, I have seen them also all over the world, was involved in the salvage of the **ZHEN HUA 10** from the beach of the Maasvlakte (Rotterdam) some years back, and had the privilege yesterday to visit the ZPMC premises at the Changxing Island just outside Shanghai, where I got a tour through the factory, visit some ships, meet the crews etc.

The ZHEN HUA 18 seen ready to receive her next load of Gantry cranes

ZPMC headquarters is located in Shanghai. ZPMC also has 8 production bases located in Shanghai, Nantong and Jiangyin, with total area of 6670 hectares and **10 kilometer coastline**, especially Changxing Base which I visited has 5 kilometer deep water coastline), and including



environment-friendly chain type ship unloader.

heavy-duty dock of 3.7 kilometer. ZPMC is the largest heavy-duty equipment manufacturer in the world and owns 26 transportation ships which are from 60000 DWT to 100000 DWT all named ZHEN HUA (followed by a number), which can delivery products to all over the world.

Left : Own **ZPMC** sheerlegs with capacities upto 4000 ton are assembling the gantry cranes at the quaysides.

The main products are three types: Firstly, supply of large-size port container cranes and ore/coal bulk material handling machinery, such as ship-to-shore container gantry cranes and rubber tyred container gantry cranes which have entered into 73 countries and regions all over the world and occupied 75% world market shares. Bulk material handling machinery includes ship loader, ship unloader, bucket wheel stacker-reclaimer and

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Seafastening ongoing, the most time consuming job, the loading of the crane appears to be a simple and fast job, but the seafastening takes much longer

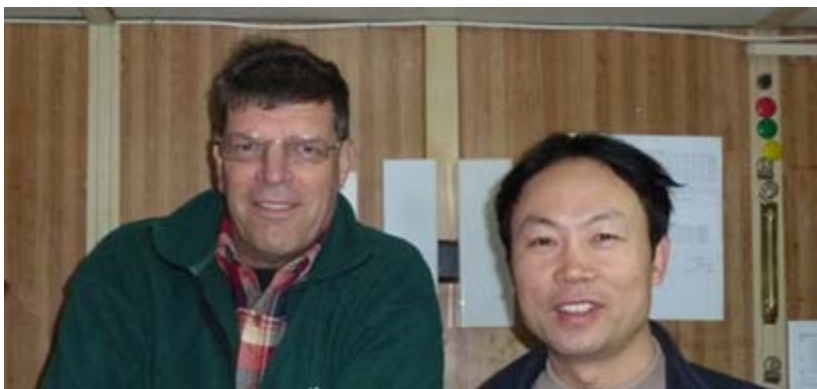
Secondly, supply of large-size steel structures and steel bridges. The production capacity is 400000 Ton per year. Thirdly, supply of off-shore products, such as huge floating cranes, pipe laying vessels and other engineering vessels, all types of platforms and DP system.



The **ZHEN HUA 13** nearly ready to depart with destination United Kingdom loaded with a new crane for the **Aircraft Carrier Alliance**, the crane is having a weight of 2710 tons, and was clearly marked with the Royal Navy logo as can be seen on the left.



Right seen the editor of the newscippings with the master of the **ZHEN HUA 13** during the visit onboard



The **ZHEN HUA 13** will depart very soon for a trip of 60 days via Sunda strait and Cape of Good Hope to deliver her cargo at a shipyard in the Firth of Forth (Scotland)

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The company was founded in 1992. It is the subsidiary company of China Communications Construction Company (CCCC). ZPMC was listed on the Shanghai Stock Exchange for A share and B share. The net assets of ZPMC have reached USD 450 million. On June 8, 2009, the company rebranded itself as Shanghai Zhenhua Heavy Industries Co., Ltd,



When I visited the facility in total 5 ZHEN HUA ships were moored alongside the specially made T-shape jetties and were all loading gantry cranes for worldwide distribution, an impressive view !!, above seen the **ZHEN HUA 27** loading for Los Angeles.

All photo's : Piet Sinke ©

Tomorrow part 2 of ZPMC



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Datum: Donderdag 9 december 2010

Plaats: Delta Hotel

Adres: Maasboulevard 15, 3133 AK Vlaardingen

Aanvang: 19:45 uur

Onderwerp: "De ontwikkeling van een 'Velocity Prediction Program' voor het SKF 'Skûtsje-silen' in Friesland"

Spreker(s): ir. Pepijn de Jong (Universitair Docent Scheepshydropneumica TUDelft)

Ieder jaar worden in Friesland zeilwedstrijden georganiseerd met de traditionele 'skûtsjes', een evenement dat tienduizenden belangstellenden trekt. Door de commissie die de wedstrijden organiseert is aan de TUDelft gevraagd de middelen ter beschikking te stellen waarmee de competitie zo eerlijk mogelijk verloopt. Daartoe zijn modelproeven in een sleeptank en een windtunnel uitgevoerd, resulterende in een 'Velocity Prediction Program' (VPP) toegesneden op dit type schepen. In de lezing zal de achtergrond van de hydropneumische en aerodynamische modellen en het resulterende VPP worden toegelicht. Ook zullen de uitkomsten van dit VPP voor individuele schepen worden vergeleken voor een gekozen wedstrijdbaan en diverse windsnelheden.

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Nordic American Tanker Shipping Ltd. announces Further Fleet Expansion

Nordic American Tanker Shipping Ltd. took delivery of the **Nordic Vega**, a suezmax newbuilding, built at a Far Eastern yard. Including the Nordic Vega the fleet of the Company consists of 19 suezmax vessels (approx. 150,000 deadweight tons each) of which two are newbuildings being built at Samsung Heavy Industries Co., Ltd. These vessels are expected to be delivered in 3Q11 and 4Q11, respectively. The Nordic Vega will be employed in the spot market through the Gemini Suezmax cooperation. Going forward, the Company is continuously seeking to expand its dividend and earnings capacity through further acquisitions. No equity issue is under planning. The Company has ample financial resources — having no net debt after delivery of the **Nordic Vega**. Source: Nordic American Tanker Shipping Ltd.

APL box rate down 4.1 percent in November

APL's average revenue per container fell 4.1 percent from the month before in the container line's November reporting period, the third straight month-to-month slide in pricing despite the carrier's strongest container volume since June. The Singapore-based carrier reported average revenue per 40-foot equivalent unit of \$2,797 for the four weeks ended Nov. 12. That was 25 percent better than the depressed levels of a year ago, but the system-wide measure of rates is also off 12.1 percent since the high point in August. APL said the rate weakness came largely from Asia-Europe and Asia-Red Sea shipping. The sequential slip in rates came even though APL's global container volume has remained relatively stable: The 220,800 FEUs reported in the November period was 3.1 percent better than the month before and APL's strongest overall volume since the 221,900 FEUs in the June reporting period. The November period's volume was 6.2 percent higher than in the same period a year ago. Volume for the full year so far was 23 percent better than the first 11 months of 2009 and average revenue per FEU was \$2,809, up 22 percent. **Source: joc.com**

.... PHOTO OF THE DAY



The **MSC LIRICA** seen moored in Montevideo – **Photo : Marcel van Zwol (c)**

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