



Number 343 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Thursday 09-12-2010**

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The advertisement features a background image of a harbor scene. A large white cruise ship is docked at a pier, with two smaller tugboats in the foreground. The text is overlaid on the image in bold, yellow and red fonts.

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**The TOISA WARRIOR seen fitting out at Changxing Island (Shanghai)
Photo : Piet Sinke (c)**

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Stanford Condor seen returning to Mawei Shipyard, Fuzhou SE China, after successful sea trials.
Condor is the 2nd of Stanford Marine's 58m DPS-1 MPSVs with 4 more to deliver in the coming 6 months.

Chief officer of ship dies from fall into hold

Police and the Coast Guard are investigating the death of a ship's chief officer who was fatally injured Sunday night when he fell into an empty cargo hold aboard the freighter, docked in South Philadelphia. Officials said the 46-year-old Croatian seaman, identified as Denis Seretinek, was unhooking a container from a crane about 8:15 when he fell nearly 80 feet into the empty hold of the **Startramp**, moored at a pier on the 2400 block of South Columbus

Boulevard. He was pronounced dead at 9:12 p.m. at Thomas Jefferson University Hospital. Source : Philadelphia Inquirer



Above seen the former URS (Unie van Redding en Sleepdienst B.V) former tugs **FINLAND** and **SCHOTLAND** leaving Valletta, Malta on Thursday 2nd December 2010 bound to Tripoli, Lebanon.

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

Vijfmaster cruiseschip wederom op Curaçao

Het cruiseschip **Club Med 2** meerde gisteren rond half acht 's ochtends bij de Matheywerf aan. Het was de vierde maal dat het schip naar Curaçao kwam. De **Club Med 2** is een 178 meter lang cruiseschip met vijf masten. De zeilen worden automatisch – per computer – aangestuurd. Het schip werd in 1992 in het Franse Le Havre te water gelaten. Ze biedt accommodatie aan 400 passagiers en 200 bemanningsleden. **Club Med 2** wordt door het lokale scheepvaartagentschap Quality Shipping NV vertegenwoordigd.



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

Opmerkelijk is dat het agentschap al twaalf jaar gespecialiseerd is in de vertegenwoordiging van voornamelijk vrachtschepen. Directrice van het bedrijf, Carmen Milton, laat weten nog weinig ervaring te hebben met toeristische schepen. "Het is wel een leuke uitdaging. Het cruiseschip is nu voor de tweede maal, in januari was ze hier ook, onder onze vertegenwoordiging naar Curaçao gekomen. Ik heb natuurlijk wel ervaring met bijvoorbeeld het inklaren, het voldoen aan de behoeftes/benodigdheden van een schip en natuurlijk het nauw contact onderhouden met de kapitein. Maar als je met toeristen te maken hebt liggen de eisen natuurlijk hoger", aldus de directrice. Milton vertelt dat ze zich gisteren een aantal zaken heeft voorgenomen voor de toekomstige bezoeken: "Het viel me op dat de ontvangst somber was. Ik heb zelf ook cruises gemaakt en wat me altijd bijbleef is de vrolijke ontvangst. Daar wil ik zeker wat aan doen door bijvoorbeeld samenwerking met CTB te zoeken. Ik denk hierbij aan een ontvangst door mensen in klederdracht, begeleid door lokale muziek." Het schip vertrok om half zes 's middags richting Las Rocas in Venezuela. Het cruiseschip vaart voornamelijk in het Mediterrane gebied, het Caribisch gebied en de Atlantische Oceaan. **Bron : Amigoe**



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Above seen new build **THORCO AFRICA** arriving Melbourne 4-12-2010 off Williamstown breakwater.

Photo : Andrew Mackinnon - www.aquamanships.com ©

Middle East Supertanker Excess Expands, Curbing Potential Gains

A surplus of supertankers competing to collect 2 million-barrel cargoes of Middle East crude oil expanded, curbing the potential for rates to rally as Northern Hemisphere refineries seek more crude to meet winter demand. There are 23 percent more very large crude carriers, or VLCCs, for hire over the next four weeks than there are cargoes, according to the median estimate of six shipowners and brokers surveyed by Bloomberg News. The surplus was 18 percent for the past two weeks.

"On paper, it does not look grand right now" because of the vessel surplus, said Halvor Ellefsen, a shipbroker at SeaLeague A/S in Oslo. While the market "may tick up a bit" between now and the end of the first quarter of 2011, "I would not call it a spike," he said. Rental income from the industry's benchmark trade route for Saudi Arabian

shipments to Japan advanced 29 percent to \$15,364 a day over the past three sessions, according to data from the London-based Baltic Exchange. That's still below the \$31,300 that Frontline Ltd., the largest operator of the ships, said Nov. 24 it needs to break even on them once finance repayments are taken into account. Freight derivatives contracts called forward freight agreements, or FFAs, show rental income from the Saudi Arabia- to-Japan route will average \$26,595 a day in the first quarter of 2011, according to prices from Imarex ASA, an Oslo-based broker of the accords. "Rates won't be ramping up anytime soon" unless fuel costs accelerate, forcing owners to increase what they charge, Imarex Asia Pte, a Singapore-based unit of Imarex, said by e-mail yesterday. **Source: Alaric Nightingale, Bloomberg**

Cruise ship plucks six sinking rafters from ocean



A passenger aboard Royal Caribbean's **Monarch of the Seas** took this picture Sunday of rafters off Freeport.

Sailing home from a weekend cruise to the Bahamas, a Royal Caribbean cruise ship picked up some unexpected passengers Sunday: five men and a woman floating on a sinking raft. The ship made it back to Port Canaveral Monday morning, where the six people were turned over to the U.S. Coast Guard.

Late Monday, they were still being questioned aboard a Coast Guard cutter. While the cruise line said all were Cuban, a Coast Guard spokesman said he could not confirm their nationality or conditions. Someone aboard Royal Caribbean's **Monarch of the Seas** spotted the distressed rafters around 5:30 p.m. Sunday off Freeport in the Bahamas. The ship, which departed Friday, was sailing back to Port Canaveral

from CocoCay, Royal Caribbean's private island in the Bahamas.

The 2,744-passenger ship approached the raft and workers pulled the six people aboard, where they were given food, water and medical care. Cruise officials contacted the Coast Guard according to standard procedure. **Source : miamiherald.com**

IMO asked to take action on overweight containers

The International Maritime Organisation (IMO) has been asked to establish an international legal requirement that all loaded containers be weighed at the marine port facility before they are stowed on board a vessel for export.

"The issue of overweight containers has been a subject of industry, insurance, and at times government, concern over the years, and has from time-to-time become an issue of concern to the general public after incidents involving overweight boxes," the World Shipping Council (WSC) and the International Chamber of Shipping (ICS) said in a joint statement.

"Most recently, the Maritime Research Institute of the Netherlands has concluded a joint industry-government research project about cargo securing, including collapsing container stacks, and included in its recommendations a call for compulsory weighing of containers prior to vessel loading.

"The conclusions and recommendations from the research project ('Lashing@Sea') were recently reviewed at the 15th meeting of the International Maritime Organization (IMO) Dangerous Goods, Solid Cargoes and Containers Subcommittee. The Subcommittee agreed that, in the interest of safety, there is a need to consider ways and means

to ensure that the correct weight of the containers is declared to the carrier and communicated to the ship's master in order to allow for correct and well-informed handling and stowage. The Subcommittee then invited Member Governments and international organizations to submit further information to the Committee for appropriate action."

The report suggests that currently there is no reliable data available regarding the number of overweight containers, but the two organisations state they believe the problem to be significant and widespread, even rampant at places.

In a statement the organisations said: "Shipping lines have reported that in severe cases, the overweight or incorrectly declared weights reach 10% of the total cargo on board a vessel. Some carriers report that it is common for actual total cargo weight aboard ship to be 3% to 7% greater than the declared weight."

Among the problems arising from this abuse of the system are damage to ships, cargo liability claims, collapsed container stacks, boxes lost overboard, stability and stress risks for ships, risk of personal injury or death to seafarers and workers ashore, supply chain delays and impairment of service schedule integrity. Overweight containers also result in lost revenue and earnings, liability for accidents and fines on roads, leading to time and administrative efforts and costs to seek reimbursement, and impairment of vessels' optimal trim and draft, thus causing impaired vessel efficiency, suboptimal fuel usage, and greater air emissions.

According to the WSC and ICS, they are ready to work with other parties towards reaching agreement at the IMO's Maritime Safety Committee in May 2011 that will include the issue of overweight in the IMO's work programme, so that a specific proposal is introduced to amend the Safety of Life at Sea convention. **Source : ports.co.za**

The full statement can be read [HERE](http://www.worldshipping.org/public-statements/Solving_the_Problem_of_Overweight_Containers_For_Release.pdf)

http://www.worldshipping.org/public-statements/Solving_the_Problem_of_Overweight_Containers_For_Release.pdf



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EUNAVFOR protects one further WFP vessel

The **MV FATHIL RABI**, chartered by the World Food Program (WFP), was safely escorted by the two EUNAVFOR warships **HS ADRIAS** and **FGS HAMBURG** over the last 2 weeks, helping in the delivery of 2,397 metric tons of food to Somalia.

The Greek ship **HS ADRIAS** first escorted the vessel from Mombasa (Kenya) to Berbera (Somalia), with the German ship **FGS HAMBURG** escorting it from Berbera to Bossasso (Somalia). The Estonian Vessel Protection Detachment (VPD), operating from the **FGS HAMBURG**, was embarked onboard the **MV FATHIL RABI** during the return transit. EUNAVFOR Somalia – Operation ATALANTA's main tasks are to escort merchant vessels carrying humanitarian aid of the World Food Program (WFP) and vessels of African Union Mission in Somalia (AMISOM). EUNAVFOR also protects vulnerable vessels in the Gulf of Aden and Indian Ocean, deters and disrupts piracy. In addition, EUNAVFOR monitors fishing activity off the coast of Somalia. **Source: EUNavFor**



Above seen the first Vietnamese flag and owned tanker to enter Maltese Harbours, the 2007 built **VINALINES GALAXY** seen here moored at M/Xlokk Dolphins at Marsaxlokk Harbour, Malta on Thursday 2nd December 2010.

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

UK-flagged Ship Nets German Managers and Owners Maximum Fines

Vessel sailed for 12 days without compliance...

At a hearing yesterday at Lyndhurst Magistrates Court, the owners and managers of a UK registered Herman-managed container vessel were prosecuted following its detention in Itajai, Brazil on 9th September 2009 for not complying with an Exemption Certificate covering Life saving Appliances.



File photo of the **Cap Henri** - Photo : Marcelo Vieira ©

At the time of this incident, the **Cap Henri** was a UK registered container ship. (She now flies the Liberian flag) On the 27th August 2009, the starboard lifeboat suffered damage to its bow and stern area during a drill. The matter was reported to the Maritime and Coastguard Agency (MCA). An Exemption Certificate was issued which required the Cap Henri to be temporarily fitted with additional liferafts and Hydrostatic Release Units (HRUs) with an additional capacity of not less than 28 persons. This was to cover for the unserviceable lifeboat. Also drills and modification to the muster list were to be carried out. Three months was allowed in order to get the lifeboat repaired. The certificate was issued on the 28th August 2009.

On the 9th September 2009 the **Cap Henri** was inspected by Brazilian Port state Control Inspector in Itajai. Unfortunately the terms of the Exemption Certificate had not been complied with and the vessel was detained. Liferafts and HRUs were supplied the next day. The Brazilians released the vessel on 11th September 2009.

In the twelve (12) days the **Cap Henri** operated in breach of the Exemption Notice, the vessel visited another two ports before arriving in Itajai. Kommanditsesell MS CPO Norfolk Offen Reederei GmbH of Hamburg, Germany, owners of the **Cap Henri**, pleaded guilty to permitting the vessel to proceed to sea without complying with an Exemption Certificate. They were fined £5,000 plus costs of £5,676.

Reederei Claus-Peter Offen (GmbH & Co) KG of Hamburg, Germany, managers of the Cap Henri, pleaded guilty failing to comply with the International Safety Management (ISM) Code and were fined £5,000 plus costs of £8,589

£5000 is the maximum fine that can be imposed by magistrates for these offences.

In summing up the Magistrates stated that they took this matter very seriously indeed. They had regard to the balance of life and commercial interest. They took the view that accepting the early plea, the discount brought the matter down from the Crown Court. Mr. Simon Milne, Manager of the MCAs Vessel Policy Branch said. "The Exemption Certificate, as used in this case, is a method of allowing a vessel to continue operating in the short term when statutory safety equipment is damaged, lost, or unserviceable. The Cap Henri had reported that one of its lifeboats was unserviceable, which meant they had only half of its listed lifeboat capacity.

"The MCA stands ready to assist responsible operators when issues such as this arise, and the terms of the exemption laid down a pragmatic response that ensured an appropriate level of safety while permitting the vessel to continue in commercial operation.

"The owners and managers of the **Cap Henri** allowed the vessel to operate for 12 days without complying with the terms of the Exemption Certificate. By doing so their failure to comply had the potential to put the crew of the vessel at great risk. The MCA view non compliance with the terms of any certificate a very serious matter." **Source :** Shipping Times



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Voortzetting 6 uur ETA-melding via Koninklijke Dirkzwager



Het Havenbedrijf Rotterdam en Koninklijke Dirkzwager hebben een contract gesloten dat alle schepen die Rotterdam aandoen, hun verplichte 6 uur ETA-melding bij Koninklijke Dirkzwager blijven doen. Dirkzwager zorgt dat de havenmeester zonder vertraging van de juiste informatie wordt voorzien.

Het contract betreft een voortzetting van de bestaande situatie, dus zal de scheepvaart niet veel van het nieuwe contract merken. De afspraken zijn aangepast aan de moderne technieken van communicatie. "Het is een formalisering en een verfijning van afspraken tussen Koninklijke Dirkzwager en het Havenbedrijf", legt Rob Slegtenhorst van het Havenbedrijf uit. Onder andere maakt Koninklijke Dirkzwager (de agent van) schepen die zich niet of niet op tijd melden, duidelijk dat ze zich aan de meldplicht moeten houden.

Dirkzwager beschikt over de technische mogelijkheden om positie, snelheid en richting van schepen voor de Europese kusten te verifiëren. Manager Jeroen Kortsmit van Koninklijke Dirkzwager: "Met de verwachte drukte in de Rotterdamse haven neemt ook de noodzaak toe, dat schepen zich strikt aan de regels houden. Het Havenbedrijf kan rekenen op de goede en degelijke informatiestroom."

Verplichting

De verplichting om zes uur voor aankomst een ETA (Estimated time of arrival) door te geven in de haven van Rotterdam, is vastgelegd in de Regeling communicatie en loodsaanvragen zeevaart (RCLZ), een ministeriële regeling van 1999. Hoewel formeel de melding moet worden gedaan aan het Havenbedrijf, staat in de regeling Koninklijke Dirkzwager als meldpunt genoemd. De meldplicht is kenbaar gemaakt aan de scheepvaart in de Port Information Guide waarin ook de adressen voor e-mail of telex staan. Schepen die koers zetten naar Rotterdam dienen de Guide te raadplegen. Anders dan de naam van de regeling doet vermoeden, betreft het niet alleen schepen die een loods nodig hebben. Koninklijke Dirkzwager stuurt de informatie door naar het Havencoördinatiecentrum (HCC), waardoor de loodsen maar ook de roeiers en sleepdiensten worden geïnformeerd. "Het gaat om alle schepen", zegt Jeroen Kortsmit. "Wie zich niet houdt aan de 6 uur ETA-meldplicht, zal niet direct het risico lopen een bekeuring te krijgen, maar moet er rekening mee houden dat de dienstverlening in de haven minder optimaal zal zijn."

Helder

Het afsluiten van dit contract betekent meer voor beide partijen. Koninklijke Dirkzwager ziet het als een bevestiging en erkenning van de toegevoegde waarde die dit bedrijf biedt aan de Rotterdamse haven. Het Havenbedrijf is tevreden dat de verhoudingen nu helder zijn. "Koninklijke Dirkzwager is een commerciële partij", zegt Rob Slegtenhorst. "De havenautoriteit is er voor de nautische orde en de nautische veiligheid in de haven." De partijen hebben een (natuurlijke) band. Het Havenbedrijf heeft een (minderheids)aandeel in Koninklijke Dirkzwager. Slegtenhorst: "Rotterdam is een Europese haven van wereldklasse, en het Havenbedrijf levert daaraan een bijdrage. De efficiënte levering van gegevens over binnenkomende schepen aan commerciële dienstverleners zoals scheepleveranciers, terminals en servicebedrijven laat het Havenbedrijf graag aan Koninklijke Dirkzwager over, de informatiemakelaar van de Rotterdamse haven. Het is juist de toegevoegde waarde van Dirkzwager dat het een commerciële organisatie is."

Het contract is in principe voor vijf jaar, met vijf jaar opzegtermijn, dus voor de komende tien jaar is de Rotterdamse haven verzekerd van een gestroomlijnde informatievoorziening over schepen die in aantocht zijn.

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The **FENDERCARE INDEPENDENCE** seen leaving Lowestoft through Bridge Channel heading for sea with fenders for STS Operations offshore. Originally Stern Trawler, sailing from the port as **Boston Halifax - 86. Drot, Norway - 90** then **Grampian Dee, Aberdeen.**
Photo : John Soanes ©

NAVY NEWS

Indian Navy to Increase Combat Capabilities in Next Five Years

The Indian Navy is prepared to enhance its combat capabilities in the next five to six years with a wide range of ships, submarines and choppers set to join its fleet. The fleet will include two aircraft carriers, one from the Soviet-era and one indigenously built, two fleet tankers, two stealth frigates, three destroyers and an all-weather aircraft such as the MiG-29K.

Two fleet tankers, **Deepak** and **Shakti**, and the indigenously designed and built stealth frigate **INS Satpura** will be commissioned next year, according to the Indo-Asian News Service. The first Kolkata-class guided missile destroyer, aircraft carrier **INS Vikramaditya** will begin sea trials in 2011.

Indian Navy air capabilities include MiG-29K aircraft, which will be deployed on the **Vikramiditya** and on the indigenously-built carrier. Production of the Scorpene submarines has also commenced and the first of the lot is expected to be commissioned in 2015.

The Navy will also receive eight Boeing P8I multi-mission aircraft and has plans to induct 56 helicopters in the next few years to replace the aging fleet of Chetaks. Source : naval-technology.com

SHIPYARD NEWS



Vietnam shipbuilder close to default on first debt repayment

International creditors of Vietnam's troubled state-owned shipbuilding firm said Tuesday that they would reject government requests to delay a first bond payment due December 20. A source close to Credit Suisse Group, representing the lenders, said the consortium of lenders "will not be willing to extend the payment of the first 60 million dollars."

If confirmed, the rejection would set the stage for a showdown between the Vietnam Shipbuilding Group (Vinashin) and foreign lenders that could damage the credibility of Vietnam's government and raise investment risk ratings for the entire country. Vinashin secured a bond issue of 600 million dollars through Credit Suisse in 2007. On November 29, the company requested an extension of the first of 10 repayment installments, which are due at six-month intervals.

If the request is rejected, "it will be considered an 'event of default,'" the source said. This in turn "will have very bad consequences for Vietnam's foreign financing capabilities for many years." "This is especially damaging as the government had intended to go to the international debt market for funding of all kinds of infrastructure projects," he said.

A default would be hard to reconcile with the government's promise to guarantee Vinashin's foreign debts after the company's massive debt and cash-flow problems emerged in a string of scandals in the middle of this year. But a senior Vinashin officer who asked to remain anonymous said investors had little choice but to accept a delay. "There is no collateral for this loan," the officer said. "To be honest, if they really want to negotiate, they will get something, but if they don't negotiate, they will not get anything." The consortium was expected to give a formal answer to the request later Tuesday or Wednesday. Whatever the decision, foreign officials said the Vinashin affair was already damaging international investor sentiment. "There must be other Vinashins," said Antony Stokes, British ambassador to Vietnam. "How can the government ensure that the trade and investment community can see with confidence that they are identifying [them]?" As well as Credit Suisse, the stricken company's international creditors include Britain's Standard Chartered Bank Plc, German-Irish DEPFA Bank PLC and the National Bank of Kuwait SAK. **Source: DPA**

ROUTE, PORTS & SERVICES

GAC expands UK network with new Sheffield office

Sheffield has given a rousing Yorkshire welcome to the latest new addition to the GAC Logistics UK network, which has opened its doors for business in the city. From its new offices at the Blades Enterprise Centre, GAC Logistics UK Sheffield will provide a wide range of services and solutions to meet the diverse logistics needs of companies throughout South Yorkshire and the North Midlands.

The company's official launch was marked by a reception attended by Lord Mayor, Councillor Alan Law, as well as sporting heroes such as Sheffield United FC Manager Gary Speed, Rotherham United Manager Ronnie Moore, Chairman of the world's oldest football club Sheffield FC Richard Timms, Premier League referee Uri Rennie and former Sheffield Wednesday and England player Viv Anderson. "The opening of our Sheffield base in Bramall Lane – our tenth in the UK – is part of GAC's long-term plan to expand our national network, offering businesses a range of first-class shipping and logistic services," says Neil Waudby, Director of GAC Logistics UK. "Over the next two years, another eight offices are expected to be open to further expand our UK coverage." GAC is one of the world's leading independent providers of shipping, logistics and marine services and solutions with more than 300 offices in 40 countries. **Source: GAC**



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The **CARIBBEAN PRINCESS** seen moored in Oranjestad (Aruba) – Photo : Jan Bos ©

Rosneft to invest some \$ 150m in newbuildings

JSC Rosneft plans to invest approximately \$ 150 million in 2010-2013 in building new vessels, Rosneftflot's General Director Andrei Aprelenko said in a recent interview with PortNews. Construction of a new fleet is carried out at the yards of JSC Far Eastern Center of Shipbuilding and Ship Repair (a sub-holding of the United Shipbuilding Corporation). The newbuilding program includes construction of two (plus two in option) vessels for environmental services (boom-laying ship, oil skimmer) with a unique design, first implemented in Russia, two (plus two in option) azimuthal ice-class tug boats with rated power 2,575 kW each, two azimuthal ice-class tugs with rated power 4000 kW each, and two (plus one in the option), ice-class tankers with a deadweight of 3,100 tons.

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To implement this ambitious shipbuilding program in 2010-2013 the orders will be placed at Russian Far East shipbuilding companies: Khabarovsk Shipyard, Amur Shipyard, Far East Plant Zvezda and the design bureaus Vympel and Ricochet. The ships specifications are fully consistent with the recognized world standards. **Source: Portnews**



Vroon's **IVER EXCEL** seen arriving in Timaru from Lyttelton to discharge petroleum products
Photo : Simon Brown ©



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Volvo Penta, Yamaha Motor Partnership

AB Volvo Penta and Yamaha Motor Co., Ltd have entered into a technological agreement to develop boat control system. Through the wholly owned electronics company, CPAC Systems, Volvo Penta is developing world-leading electronic solutions, such as the electronic platform.

This CAN-based network, which links the engine, transmission, instrumentation and accessories in a single system, currently forms the electronic base of Volvo Penta's product range for power boats. The introduction of boat control system in the marine industry is going to intensify in the years to come and, with a view to creating technological synergies, Volvo Penta and Yamaha Motor have now signed an agreement involving technological partnership.

This partnership will initially focus on Volvo Penta's existing technology, but the parties are also planning to evaluate the opportunities for cooperation in the marketing area.

The technology agreement will take effect at the end of the year and a selection of Volvo Penta's existing electronic solutions adapted for Yamaha Motor is expected to be introduced within a few years. **Source : MarineLink**



The **WAN HAI 302** seen passing the Malacca Straits – Photo : Henk Niesten ©

Smartport

Nieuw pact universiteit en haven

Onder de naam '**Erasmus Smart Port Rotterdam**' oftewel Smartport ontstaat een nieuw samenwerkingsverband tussen de Erasmus Universiteit en de Rotterdamse haven. Doel is het versterken van de regionale economie door een betere afstemming van vraag en aanbod van kennis. Op 6 december ondertekende burgemeester Aboutaleb namens de gemeente daartoe een overeenkomst met Erasmus, het Havenbedrijf en Havenondernemersvereniging Deltalings.

Smartport moet leiden tot een hechte samenwerking waardoor juist kennisintensieve bedrijven voor haven en stad worden aangetrokken. Daarbij hebben de betrokkenen drie speerpunten in het vizier:

- het toegankelijk maken van excellente wetenschappelijke kennis met daarbij vijf hoofdleraren in een spilfunctie
- multidisciplinaire aanpak in zowel onderzoek als kennis
- maatwerk voor behoeften van de havengemeenschap.

Ontwikkeling van Smartport past bij de ambitie van het Havenbedrijf om de haven te ontwikkelen tot de meest efficiënte, veilige en duurzame ter wereld. De kennis van de universiteit is onontbeerlijk bij het oplossen van vraagstukken op het gebied van onder andere beveiliging, CO2 opvang, economie en logistiek. Smartport moet bouwen aan een netwerk tussen wetenschap en bedrijfsleven dat een antwoord vindt op actuele en toekomstige vraagstukken van zeer divers pluimage. Daarmee versterkt Smartport de concurrentiepositie van de Rotterdamse haven.



The **CMA CGM CORAL** seen arriving in Rotterdam-Europoort – Photo : Marijn van Hoorn ©

ZPMC (Shanghai Zhenhua Heavy Industry Co Ltd) (2)



As promised herewith part 2 of my visit to the ZPMC premises at Changxing island just outside Shanghai, after the visit to the **ZHEN HUA 13** which was nearly ready to depart for the UK, I visited the **ZHEN HUA 27**, one of the newer and faster vessels of ZPMC, as the "13" only makes 9-10 knots loaded, the "27" is able to make 14-15 knots loaded, when I visited the vessel they were busy with loading of Gantry cranes bound for the port of Los Angeles.



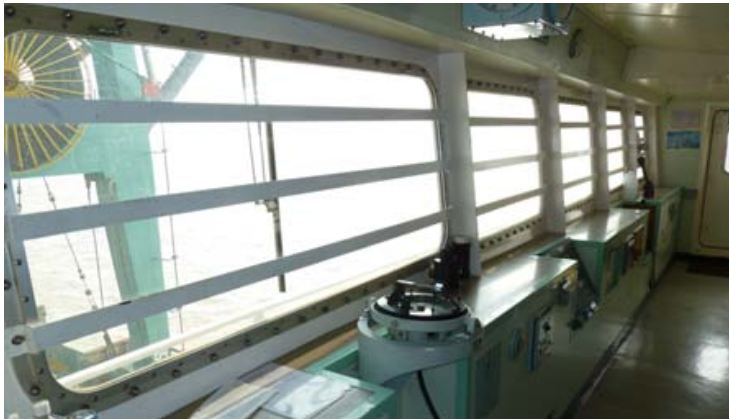
As the master of the vessel told me, this shipment is a part of in total 3 shipments which will leave Shanghai soon all bound for the Port of Los Angeles



Two cranes already onboard the "27", and two to go, every day 1 crane is loaded on the vessel, after which the seafastening commences, well planned operations the loading onboard only takes between **15** and **30 minutes** for each crane !

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The **ZHEN HUA 27** is well prepared to pass the pirate infested areas as can be seen with bars in front of all windows at the wheelhouse as well the high fences at the decks as on the photo right below to keep the pirates away.



Above seen the ongoing seafastening operation



After the "Chinese" lunch together (left) onboard the **"27"** I was invited by the master for the special "Chinese Tea ceremony" (right), the Captain was onboard the **"27"** for the last 18 months and made 6 delivery trips !!

Tomorrow part 3 (final) of my visit to ZPMC - Shanghai

Owners to earn less next year as fleet expands

Shipowners will earn less next year and in 2012 from renting out vessels to haul goods such as coal and iron ore as the fleet expands, Arctic Securities said. The Baltic Dry Index, a measure of commodity-shipping costs, has slid 26 per cent this year, according to the Baltic Exchange in London.

At the same time, the fleet of dry-bulk vessels has swelled by 12 per cent, Oslo-based investment bank Arctic said in a report. Expansion will come to 8.8 per cent next year and 6.1 per cent in 2012, it estimated. "Deliveries over the next years will continue pouring into the dry-bulk freight market at a pace never before seen in dry-bulk history," analysts Martin Sommerseth Jaer and Erik Nikolai Stavseth said. "We would expect the BDI to decline as a result of a weaker market balance in 2011 and 2012." Dry-bulk shipping rates rose to a record in 2008 before collapsing 92 per cent for the whole year, making ships ordered at the height of the market surplus to requirements. A "discrepancy" between prices of new ships and returns led to "an ordering spree", Arctic said. **Source: Bloomberg**



Above seen the new COSCO 50000 DWT Heavy Lift VESSEL during submerge trials off Hong Kong.

Photo : Richard Purser ©

NYK Logistics triples frequency Rotterdam - Duisburg shuttle

NYK Logistics increases the frequency of its DRX shuttle trains between Rotterdam and D3T in Duisburg, from two to six round trips per week. Roger Witton-Smith, general manager of NYK Europe, hopes for further growth in the utilization of the trains with at least ten percent. The D3T terminal is owned by NYK and CMA CGM shipping lines and port operator Duisport. In October it handled the 125,000-th container, since opening in January 2008. (1) The NYK shuttles are part of the Distirail schedule (www.distirail.nl) with twelve roundtrips between Rotterdam and the Duisberg DIT terminal, just like D3T located at Logport I. There are currently 27 weekly shuttle trains (www.railcargo.nl) between Rotterdam and Duisburg. **Source : portofrotterdam.com**

Tanzania to build three new ports

The Tanzania Ports Authority (TPA) says it plans to build three ports along the country's coastline. According to local media reports, the new ports are intended to meet increased capacity, improve handling services, and accommodate future growth. Local reports also say that TPA has invested in an inland container depot in order to reduce container congestion at its Dar Es Salaam port. The three ports will be built at Bagamoyo, Mwambani, and Tanga.

Source: portworld.com

Fujian sea ports throughput to hit 12.8 million TEU by year end

The number of sea port berths in south-eastern China's Fujian province will rise to 439 by the end of this year with 122 of over 10,000 tonnes, generating a capacity of 12.8 million TEU, Xinhua reported. During the period from 2006 to 2010, Fujian built 100 new berths, 56 of them are have more than 10,000-tonne capacity. These berths brought 180 million tonnes, or added 7.4 million TEU to the provincial capacity. **Source: schednet.com**



Above seen the **AURORA AUSTRALIS** approaching and berthing at the Nyrstar Wharf at Risdon upstream from Hobart, Tasmania, Australia. She has moved from Hobart to Risdon to use the multi purpose gantry crane at Risdon due a break down of her main cargo handling crane. It is unsure how this is going to affect her upcoming voyage to Antarctica. – **Photo : Glenn Towler ©**

PIL, Wan Hai join others to expand Black Sea link December 16

PIL and Wan Hai will launch a joint weekly service linking China and south east Asia to the eastern Mediterranean and Black Sea with the December 16 sailing of the 2,732-TEU **Kota Perwira** to be followed by the **Wan Hai 311**, the **Kota Kado** and the **Hammonia Tuetonica** and four other ships.

Called the Sino-Black Sea Service 2 by PIL (SB2/BSC), it will follow a rotation of Shanghai, Ningbo, Xiamen, Shenzhen-Shekou, Singapore and Port Kelang to Port Said, Alexandria, Istanbul, Odessa and Novorossiysk (though Novorossiysk will not be covered until February). The new service complements the Sino-Black Sea 1 service (BS1), which links Shanghai, Ningbo, Shenzhen-Shekou, Singapore and Port Kelang, Damietta, Istanbul and Ilichevsk reports Paris-based Alphaliner. Wan Hai, PIL, CSCL, "K" Line and Yang Ming operate the BS 1.

The new loop will be the fourth dedicated Asia-Mediterranean service to become operational this year, joining CSAV Norasia's Mare Nostrum West Med service started last March 2010, CKYH's MD3 West Med service, re-introduced in last April and HMM, Hanjin, Yang Ming, UASC's East Med-Adriatic service (MAE/AAX/AMC-3) started in May. **Source : Schednet**

Jinhui cancels a second bulker

Jinhui Shipping and Transportation has cancelled a second bulker newbuilding in less than a week. Jinhui said it had cancelled an agreement made in July 2008 with Xing Long Maritime to purchase a 61,000 dwt supramax newbuilding for Yen5.35bn. "The unprecedented global financial turmoil has drastically distorted the balance in the dry bulk sector. The risk-return profile of completing the Agreement has changed due to the imbalance between the supply and demand for dry bulk carriers and the uncertainty over the global economic recovery especially in terms of the growth in dry seaborne trade volume," the company said. Jinhui has forfeited a Yen535m installment payment as a result of the cancellation. **Source : Seatrade Asia**

Navios Maritime Holdings Inc. Announces Delivery of Capesize New Building Vessel

Navios Maritime Holdings Inc. a global, vertically integrated seaborne shipping and logistics company, announced today that the Capesize vessel Navios Etoile of 179,234 dwt was delivered from a South Korean shipyard to Navios Holdings' owned fleet on December 3, 2010. The vessel is chartered-out for ten years at a net rate of \$29,356 per day with 50/50 profit sharing above a BCI Time Charter Average of \$38,500 **Source : Navios**

Pride of Dover bows out

The **Pride of Dover** bows out of service in mid-December after more than twenty years on the Dover-Calais route for P&O Ferries.



The **PRIDE OF DOVER** – Photo : Willem Kruit ©

Staff at the company will mark the end of an era when the ship makes its final return sailing from Dover at 23.55hrs on 15 December. Among the crew will be members of staff who collected the ship from Bremerhaven, Germany, when it was launched in 1986. They include Nigel Davies, Operations Manager and Simon Johnston, Customer Services Manager. Nigel said: "The **Pride of Dover** is one of the most successful cross-Channel ferries ever and has carried getting on for 35 million passengers in her time. We've all got some great memories of working on her but now we're looking to the future and the exciting arrival of our new ships next year."

The **Pride of Dover** was launched on 20 September 1986 and entered service from Dover under the command of Captain John Martin, now retired, on 2 June 1987. She was followed into service shortly after by sister ship the **Pride of Calais**. The pair cost £85 million to build and they were the largest ferries to operate on the Dover Strait up to that time.

In January 2011 the **Spirit of Britain** will enter service on the Dover-Calais route, replacing the **Pride of Dover**. It is the first of two huge new ferries being delivered to P&O Ferries at a cost of ?360 million and will offer double the carrying capacity of its predecessor.



The stern trawler **SCH 81 CAROLIEN** returned after a large maintenance period in IJmuiden
Photo : H.Blomvliet ©



Safe Bulkers, Inc. Announces the Acquisition of One Newbuild, Capesize Drybulk Vessel

Safe Bulkers, Inc., an international provider of marine drybulk transportation services, announced that it has entered into a shipbuilding contract for the construction of a Chinese-built, drybulk Capesize-class vessel of approximately 180,000 deadweight tons at a contracted price of \$53 million, with an expected delivery date in the third quarter of 2012. The Company also announced that it has entered into a time charter agreement (the "Agreement") for the employment of the vessel upon delivery, for a duration of ten years at a gross daily charter rate of \$24,810, less 1.25% total commissions.

The Agreement grants the charterer the option to extend the time charter for an additional twelve months at a time, at a gross daily charter rate of \$26,330, less 1.25% total commissions, which option may be exercised by the charterer a maximum of two times. The Agreement also grants the charterer an option to purchase the vessel at any time beginning at the end of the seventh year of the time charter period, at a price of \$39 million less 1.00% commission, decreasing thereafter on a pro-rated basis by \$1.5 million per year. Should the charterer decide to subsequently sell the vessel to a third party after exercising this purchase option, the Company has retained a right of first refusal to buy back the vessel. The Company's fleet after this newbuild acquisition will expand to 24 vessels with deadweight capacity of approximately 2.3 million tons by 2013. Dr. Loukas Barmparis, President of the Company, said: "We are happy to conclude these two agreements, which further expand our fleet and provide additional visibility of our future cash flows. We estimate the net contracted revenue over the first seven years of the charter equals approximately \$62.6 million, while our purchase price is \$53 million. We also note that with this addition the Company will have three Cape-

size class vessels by 2012, for which we have already secured long term employment; two of them are initially chartered for ten-year periods and one is chartered for a twenty-year period." The Company is an international provider of marine drybulk transportation services, transporting bulk cargoes, particularly coal, grain and iron ore, along worldwide shipping routes for some of the world's largest users of marine drybulk transportation services. The Company's common stock is listed on the NYSE, where it trades under the symbol "SB." The Company's current fleet consists of 16 drybulk vessels, all built post-2003, and the Company has contracted to acquire eight additional drybulk newbuild vessels to be delivered at various times through 2013. **Source: Safe Bulkers Inc.**

New Generation ECO Tankers

New tankers for Palmali Shipping under construction at Beksiktas Gemi Insa shipyard in Yalova, Turkey. Prevention of environmental pollution is an everyday responsibility of every member of the international maritime community. To exclude such pollution RS has developed additional requirements for compliance with ECO and ECO-S distinguishing marks in the class notation. The new tankers are designed for crude oil and petroleum products transportation, including petroleum, without flash point limitation. Simultaneous transportation of three cargo types is available.

Main particulars:

Length: 140 m

Breadth: 16 m

Depth: 6 m

Draught at sea/river: 4.6/3.6 m

Main engine capacity: 2×1200 kW

Deadweight at sea/river: 6609/4409 t

Crew: 14 persons

Speed: 10.5 knots

Class notation: KM (*) Ice 2 R1 AUT1 OMBO oil tanker (ESP) ECO-S

The ships are being constructed according to modified Armada and New Armada tanker types. New features of the new series are: a full-revolving steering unit as unified means of movement and control, longitudinal bulkhead absence in the centerline, submersible pumps, absence of framing in cargo tanks, advanced trunk. The new requirements of international conventions are taken into account. Ballast water tanks are equipped with deep-well pumps, stern manifold is absent, equipment of the machinery space is located in a different manner compared to previous Armada projects due to cancellation of the azimuth thruster deinstallation function through upper deck.

Ships of Armada and New Armada series are already successfully engaged in transportation of crude oil, black oil, diesel oil and other petroleum products as well as vegetable oil. The tankers meet the environmental safety requirements and are assigned ECO-S distinguishing mark in the class notation. This mark is assigned to the most safe ships, as pertaining to discharges to sea and to air pollution, where additional measures for pollution prevention have been provided. The ECO and ECO-S ships are considered credible by shipowners, maritime administrations, port authorities since the additional requirements for the prevention of environmental pollution in case of accident have already been applied to them at the design stage. **Source: Russian Maritime Register of Shipping**

CMA CGM's 13,800-TEU vessel 100th megaship to call at Le Havre

CMA CGM's 13,800-TEU Christophe Colomb, the largest containership of biggest French largest shipping line, became the 100th vessel to call at Le Havre with a capacity of more than 10,000 TEU. The ship features eco-friendly technologies that reduce carbon emissions. With a length of 365.5 metres and a beam of 51.2 metres, this vessel is deployed on the French-Asian trade in the FAL 5 service, calling at Le Havre weekly with rotation of Ningbo, Shanghai, Shenzhen-Yantian, Tanjung Pelepas, Port Kelang, Le Havre, Rotterdam (inbound), Hamburg, Rotterdam (outbound), Zeebrugge, Port Kelang, Singapore and back to Ningbo.

The vessel arrives in Le Havre on Sunday nights to enable delivery of the first containers on Monday mornings. As CMA CGM's main European port of call, Le Havre runs more than 21 CMA CGM services every week, covering Asia, Africa, USA, Europe, South America, the Caribbean, etc. **Source: Schednet**

Swissco orders OSV pair

Swissco Holdings has ordered a pair of offshore support vessels in China for S\$20m. The Singapore company has ordered two anchor handling tug supply (AHTS) vessels from an undisclosed yard in Guangzhou. The two vessels are expected to be delivered in the first half of 2012. "Even though the current market is still feeling the effects of the 2008 credit crisis, we are confident of the prospects of the offshore supply vessel market. We feel it is a right time to initiate our fleet expansion program to enhance the capabilities of our fleet," said Robert Chua, chairman of Swissco

Source : Seatrade Asia



Shippingnews contributor [FRANS DE LIJSTER](#) is wishing all the readers a Merry Christmas and a Happy New Year

OLDIE – FROM THE SHOEBOX



T&J Harrison's [INVENTOR](#), built 1963, 8,813grt seen at the end of the 70's outbound from under the Finnieston Crane, Glasgow, she is being assisted by the Clyde Shipping Co tug [Flying Duck](#).

Photo : Iain Forsyth ©

.... PHOTO OF THE DAY



Above seen the **NORTHERN SOLAN**, inbound at Lowestoft from Rotterdam, she is the ex. **INTREPID B**
Photo : Ashley Hunn ©

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