

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 344



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On Tuesday the MV **Sichem Challenge** seen at the **Botlek Tank Terminal**. Crew of **Willem Pot BV** connected and supplied the new anchor and studlink anchorchain. **Photo : Arjan Sebel ©**

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The **OCEANIC 5000** seen fitting out at the ZPMC premises at the Changxing Island (Shanghai)

Photo : Piet Sinke (c)

Iran calls seizure of its ships in Singapore “western wrongdoing”

The Islamic Republic of Iran's Shipping Lines Managing Director Mohammad Hossein Dajmar called seizure of three Iranian ships in Singapore a "western wrongdoing". His remarks came following reports that three Iranian ships dubbed "**Sahand**", "**Sabalan**" and "**Tochal**" were seized in Singapore. "The measure was not due to Iran's debts, it came due to sanctions and we are trying to solve it," he told ISNA when asked whether the measure was due to Iran's debts. He added, "the seizure came a few days ago." Dajmar said, "the ships were carrying containers, but they were unloaded and are now empty."

"Iran had taken out loan before imposition of sanctions against Iran, but they (the West) pressed Iran to liquidate right now," he said calling the West's measure as "one of its wrongdoings." Dajmar went on to say that Iran will do its utmost to prevent the ship from putting up to auction. As to any talks with Singapore on the issue, the Iranian official said, "the involved party is not Singapore, but it is France which captured the ships in Singapore, we are in talks to liquidate and settle the problem." **Source: ISNA**

WAPPEN VON HAMBURG AT THE BREAKERS



Seen in foggy weather under cold winter condition Bent took couple of photos of the German **MERCATOR II** (IMO 6510887) being recycled at Smedegaardens plant at Esbjerg. The former glorious passenger vessel **Wappen von Hamburg** built Hamburg 1965, was already cut partly down on arrival. It was picked up at Cuxhaven på Danish tug **Luna A** owned by J. A. Rederiet (Jens Alfastsen) and delivered at Esbjerg. Smedegaarden does not waste any time and started cutting her right away.

Sic Transit Gloria Mundi
Photo's : Bent Mikkelsen ©

Somali pirates free Saudi cargo vessel

Somali pirates have freed a Saudi-owned tanker **Al Nisr al Saudi** after receiving an unknown sum in ransom for the ship seized in March, says a maritime official. The 5,136-deadweightonne tanker had been on its way from Japan to Jeddah with one Greek and 13 Sri Lankan crew members.

"The ship was freed on Tuesday after ransom was paid. The crew is safe, but it needs supplies," Andrew Mwangura of the East African Seafarers' Assistance Programme told Reuters. "It is not known how much the ransom was," he said.

The **Al Nisr al Saudi**, is much smaller than the Saudi-owned colossus, The **Sirius Star**, that pirates captured in 2008, in a hijacking that brought Somali piracy to the world's attention. That tanker, measuring a third of a kilometre in length and carrying two million barrels of crude oil, was eventually released in January 2009 in exchange for a ransom estimated at around \$8 million. Somali pirates are making tens of millions of dollars in ransoms from seizing ships, including tankers and dry bulkers, in the Indian Ocean and the Gulf of Aden, despite the efforts of foreign navies to clamp down on such attacks. **Source: defenceweb**



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Vessel oversupply issues keeping tanker rates down despite growing oil demand

Seasonal factors have started to weigh into the tanker trades, as the winter season is now officially upon us. As a result, some tanker segments have been taking advantage of those factors, like for instance the Suezmax tankers, which were particularly fortunate as a result of weather conditions in the Turkish straits, among other factors. Still, as a new report from shipbrokers Gibson notes, despite the on-going rise in earnings in the last couple of months, the weakening market fundamentals indicate huge uncertainty in the long-term outlook.

"Suezmax owners have enjoyed a significant rise in revenues in the past two months. The average TCE earnings on the benchmark Suezmax route TD5 (West Africa – USAC) increased by 61 percent – from \$7,750/day in September to \$20,000/day in November. This is good news, considering that the market has been on a downturn since May. Unfortunately, the upturn is mostly caused by a chain of temporary developments and is likely to run out of steam quickly. The long-awaited growth in rates was first triggered by delays on the route TD6 (Black Sea – Mediterranean), because of the French port strikes in late September, which urged charterers to look for replacements of delayed vessels. This resulted in tonnage being taken from both Mediterranean and West African markets, and hence a moderate increase in rates. Once the strikes ended in early November, the Mediterranean Suezmaxes fell sharply due to overabundant tonnage with few cargoes to compete for. The West African market also declined with charterers holding on to cargoes in the attempt to bring the rates down" said the report. It went on to mention that help came from exceptional delays in the Turkish straits due to dense fog in the Bosphorus and Dardanelles. Bad weather brought up earnings on TD6 from levels close to negative in the middle of November to \$39,000/day at the end of the month. The replacement business, coupled with tighter supply of VLCCs and charterers finally releasing withheld cargoes in the light of US holidays, propelled TCE earnings on TD5 to \$35,000 by the end of November.

But, the London-based broker warned that when the fog clears, the wobbly base of the Suezmax market will become apparent again. It stated that due to heavy ordering of new buildings during the first half of 2010, the already huge Suezmax orderbook expanded by an additional 73 vessels, thus reaching a total of 159 on order. "The fleet is now forecasted to swell by about 25% within the next two years. Considering that without strikes and bad weather Suezmax earnings were far from perfect this year, a further fleet growth could pose a major threat. Another problem is the competition for cargoes with VLCCs in West Africa and Aframax in Black Sea that is likely to be fiercer in the next

few years. The VLCC and Aframax fleets are estimated to grow by 24% and 12% respectively by the end of 2012. With the tempo of crude tanker tonnage supply outpacing growth in demand for seaborne oil carriage, the rivalry between the tanker size groups in overlapping markets could increase noticeably. Therefore, with all these risks present, it would be interesting to witness, who will be in the lead of the tanker market once there is no more mist to count on" concluded Gibson. Meanwhile, in a separate analysis from BIMCO, it is suggested that the winter season could provide a breathing space for the tanker markets. "Don't expect rates to go through the roof as we are not in for really enjoyable spikes, but growing demand and lower stocks provide for some optimism, mostly in the product tanker segment. Freight rates for product tankers of all sizes are not expected to break the USD 20,000 per day mark during the Winter market. Once we have achieved a "strong, balanced, and sustained world recovery", the tanker markets will look much better. Even though China has gained importance in terms of tanker demand, the US economy needs to get back on its feet before tanker demand can take off" said BIMCO. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

Somali pirates widen reach despite EU force

More must be done to target the pirate leadership, interrupt money flows: official

Pirates off the coast of Somalia cannot be defeated from the sea alone, a senior naval commander said on Tuesday, saying they pose a threat to trade across a huge swathe of the Indian Ocean. While the European Union Naval Force (EU NAVFOR) has safely escorted 90 aid ships to their destinations under its mandate to protect World Food Programme (WFP) and other vulnerable vessels, pirates still threaten trade routes in the Indian Ocean.

'Somali piracy continues to evolve with both its reach and impact increasing. Pirates have developed their capabilities and now have influence over a vast area,' said Thomas Ernst, EU NAVFOR's deputy operations commander.

In recent weeks, pirates have struck as far south as Tanzania and Madagascar, with the easternmost attack yet on Dec 5, just short of the Indian coast. Military presence in the Somali basin and the Gulf of Aden has pushed pirates further afield, where they hijack larger vessels, often taking hostages for extra leverage. Last month, a British couple who had been kidnapped a year earlier by pirates off the Seychelles were freed after a ransom was paid.

Together with Nato and Coalition Maritime Forces, EUNAVFOR has disrupted 120 pirate attacks so far this year, compared with 21 in 2009. Disruption of pirate activity involves taking their weapons and the ladders they use to scale aboard ships, and leaving them with only enough petrol to get back to shore. 'However, it is arguable how much of a deterrent effect counter-piracy forces are having, as the rewards from piracy continue to outweigh the risks,' Mr Ernst said. With a weak judicial system and payment as high as US\$10,000 for a pirate footsoldier, the upside is considerable. 'The chances of getting caught are relatively low and the probability of being tried is even smaller,' said Mr Ernst.

Of the 400 pirates captured by EUNAVFOR this year, only 15 are to stand trial, he said. More must be done to target the pirate leadership and interrupt flows of money, as well helping the Somali government develop its prisons, Mr Ernst said. Four hundred and seventy-six seafarers are currently being held hostage by Somali pirates. EU NAVFOR is a military operation tasked with deterring pirates and protecting shipping as part of Operation Atalanta, which was launched in late 2008. **Source : Reuters**

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CASUALTY REPORTING



Cruise ship breaks down in Antarctic

A cruise ship carrying 160 people on a return trip from Antarctica lost power in one of its engines on Tuesday in rough weather, the Argentine navy said. Crews were later able to fix the problem and the ship was sailing to the world's southern-most city Ushuaia in high seas with its passengers unharmed, it added in a statement.



File photo of the **CLELIA II** – Photo : Capt. Lawrence Dalli - www.maltashippphotos.com ©

One of the cruise ship's engines had broken down and caused what the navy termed as 'serious . . . handling limitations', but causing no risks to its passengers and crew.

The vessel, described on the Polar Cruises website as a refurbished, ice-strengthened, all-suite luxury cruise ship, telephoned its emergency to a search and rescue coordination centre in Ushuaia, 3,200 kilometres south of Buenos

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Aires. The engine failure occurred mid-day on Tuesday about 845 kilometres south of Ushuaia in the Drake Passage, where the ship faced stormy conditions including winds of 90 kilometres per hour. 'There are no risks (to passengers or crew),' a navy official told AFP at the time. The **Clelia II** set sail from Ushuaia on Nov 30 on a week-long cruise to the Antarctic continent. Meanwhile, a cargo ship disabled in the Bering Sea has reached Alaska's Dutch Harbor.



The **Golden Seas** was towed more than 800 kilometres along the Aleutian Islands chain and reached Broad Bay in Dutch Harbor shortly before 1pm on Tuesday. The Coast Guard says that the ship will remain at anchor while repairs to its engine are made.



The **TOR VIKING II** seen enroute the **GOLDEN SEAS**

The 225-metre ship, with a crew of 20 and cargo of canola seed, lost some power last Friday in the Bering Sea and started drifting. The ship has nearly 1.9 million litres of fuel oil aboard. The Coast Guard says that no pollution has been reported. **Source : AP, AFP**

Drie opvarenden vermist na aanvaring bij Antwerpen



File Photo of the **DN31**

Photo : Wim Kosten – www.maritimephoto.com (c)

Bij de Europa-containerterminal net over de Belgisch-Nederlandse grens in Antwerpen is een grote zoekactie bezig naar drie opvarenden van het werkschip **DN31** van het Vlaamse bedrijf Jan De Nul. De **DN31** is omstreeks tien uur vanavond door de onder Luxemburgse vlag varende tanker **Crystal Topaz** (125 meter lang, 20 meter breed) aangevaren en gekapseisd.



File photo of the **CRYSTAL TOPAZ** – Photo : Willem Kruit ©

Sleepboten van URS en Multiship zijn direct in actie gekomen. Ook is een Seaking-helikopter ingezet met infrarood-apparatuur. Omstreeks half elf woensdagavond was nog geen teken van leven ontdekt. De scheepvaart ter plaatse van de Europaterminal is gestremd. Ook is een opvaartverbod voor de Westerschelde afgekondigd. Bron : PZC

Box feeder, barge collide in HK, 2 dead, 6 feared drowned

EIGHT are feared dead after a mainland sand barge collided with a short-sea containership and sank off Tung Lung Island east of Hong Kong Island in high winds, the Hong Kong Marine Department reported.

Two bodies have been recovered, six were picked up from choppy seas by police shortly after their 75-metre barge overturned, throwing them into the water after 3am. Two bodies were found and six others were asleep below when the accident took place in what is described as the worst marine accident since March 2008, when a Ukrainian tug collided with a mainland bulk carrier off Lantau Island leaving 18 dead, and resulting in the imprisonment of the two captains involved, reported the South China Morning Post.

Air and sea search and rescue operations were still under way yesterday in hope of finding the six missing crew - five men and one woman. The Marine Department is undertaking a full investigation. More than 15 police launches and fireboats and three helicopters were deployed.

The **Runz 001** barge was bound for Yan Tian in Mirs Bay from Fu Yong, in western Shenzhen with a crew of 14 - 13 men and one woman. Unhurt were nine crew aboard the 50-metre **Hui Jin Qiao 08** container feeder. The vessel put into Chai Wan public pier for inspection.

The feeder, bound for Shantou in eastern Guangdong had come from the Tsing Yi container terminal and was supposed to be heading east, but was found to be heading south at the time of the collision, said an official. "The route and direction were not the cause of the accident," an official said, according to the SCMP. "It [is considered] open sea and there is no fixed shipping channel." The barge capsized and drifted 500 metres to the southeast before sinking, about five hours later, and was found in 22 metres of water. Twenty Fire Services divers tried to break into the cabins.

"The wind was strong, underwater visibility was only one to two metres and the wreckage was only semi-submerged. The operation is extremely difficult," said Leung Chi-wang, acting marine divisional commander of the Fire Services.

More than 20 divers had went into the water. Seven men were plucked from the water by marine police. None wore life jackets. Six were conscious and the seventh, the 50-year-old barge captain, was unconscious and died in hospital. One rescued seaman was in stable condition in Eastern Hospital and the other five were discharged. **Source : Schednet**



NAVY NEWS

Eying China, India Plans New East Coast Navy Bases

India's plans to build naval infrastructure on the east coast is a sign of the extra emphasis the country is placing on its defenses against China, analysts here say. Defence Minister A.K. Antony told the parliament Dec. 8 that the government has approved building two new naval installations on the east coast.

"The Government has accorded in principle approval to setting up of certain naval infrastructure at two places on the East Coast," according to the Defence Ministry's official statement. "Coastal security is the top priority of the Government, and a number of measures are being taken separately."

The locations of the new facilities have not been announced. The Indian Navy has bases at Vishakapatnam, Karwar, Mumbai and Kochi. Sources in the Navy said the two installations could house future submarines. The Indian Navy is developing a submarine operating base at its new base at Karwar along with the current submarine base at Vishakapatnam.

The service is also developing the second phase of the Karwar base on the western seaboard, which will eventually be the biggest such base this side of the Suez, an Indian Navy official said. **Source : DefenseNews**

Naval vignettes



The sea front turned into a war like zone as the Eastern Naval Command displayed its operational prowess on Navy Day. Navy Day was observed on December 4 to commemorate the deadly attack on Karachi Harbour by the Indian Navy's missile boats during the Indo-Pak war in 1971.

The show started with the arrival of Vice-Admiral Anup Singh, FOC-in-C, ENC who was the chief guest, followed by a series of naval exercises wherein various warships of the Indian Navy took part. As part of the programme, manoeuvres by destroyers, corvettes, fast attack craft and landing ships, beach assault by Marine Commandos, sky diving, close range anti-aircraft firing,

band performance, formation anchoring and a host of exercises were demonstrated.

The awe-inspiring feats of the skydivers who gracefully manoeuvred their aerial descent and made an immaculate landing on the stage were applauded by all during the rehearsals. Visitors were thrilled to see the breathtaking feat of a helicopter carrying commandos hanging on to a rope. The Navy Band later rehearsed the Beating the Retreat.

A total of 22 ships, six types of aircraft and a submarine took part in the exercises. Ships were illuminated and anchored along the beach. The highlights of the programme was a demonstration by the skydiving team of the Indian Navy. The seven-member team jumped from a Dornier aircraft freefalling till 3,000 feet before deploying the parachute. **Source : The Hindu**

Government to review navy ship faults

Defence Minister Wayne Mapp says a full review will be conducted into the problems the navy's new ship HMNZS Otago has encountered. The offshore patrol vessel suffered an engine problem on Tuesday night while in sub-Antarctic waters on a joint mission with [HMNZS Wellington](#).

It is the third time the [Otago](#) has been forced to back to port to fix a problem since the vessel was delivered in February. In October, the ship was forced to turn back 12 hours into its first international deployment after seawater contaminated fuel tanks, and, in earlier incidents, it had an engine malfunction before it was delivered from Australia and a gearbox failure on its maiden voyage from Dunedin.

Dr Mapp told Morning Report too many problems have occurred over a short time. He says it is possible some of the mechanical problems are a result of the ship being out of action for nearly a year in Melbourne while a dispute was being settled.

The vessel anchored at Campbell Island on Tuesday and was returning to Devonport Naval Base in Auckland.

Governor-General Sir Anand Satyanand was on board the ship and has transferred to [HMNZS Wellington](#), which was continuing to travel to Auckland Islands before sailing to Dunedin. Fleet commander Commodore Ross Smith says the latest engine fault is a teething problem. **Source : Radio New Zealand**

SHIPYARD NEWS



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Russia may build stealth frigates on Pipavav Shipyard - Nikhil Gandhi

Nikhil Gandhi , Chairman, Pipavav Shipyard in an interview with ET Now talks about the order from the Russian government to build stealth frigates. Let me get a confirmation first. We believe that you bagged an order worth Rs 8000 crore from the Russian Government. Is it true? No, we have signed a protocol with the Russian Government agency which is responsible for the defence cooperation with India and this protocol allows the construction of 4 stealth frigates for Indian Navy . The Russian Government agencies have built 3 stealth frigates already for the Navy and they are building another 3 at the Russian yard. They have been to our yard and they have approved our capacity and capability and they have approved Pipavav as the only yard where they would like to build the next 4 frigates for the Indian Navy. So typically each frigate has a ballpark figure of 7000 crore to 8000 crore. So the 4 frigates as and when these get built could cost overall about 30000 to 32000 crores.

So you have got an approval from the said Russian Government arm. Is that a definitely order that you have received or that an estimate by when would you receive the order? No, what happens that the Russian Government agency, they are the Russian Defence Ministry yards who have the technology to build the stealth frigates and they have already built 3 for the Navy and are building another 3 at their Russian yard and first we have to go through the

process of approving the yard in India. We are the only yard in the country who have received the license to produce the front line warships because of our infrastructure and it has been approved by them after a long period of time because you need to approve both capacity and capability and once that process is over, they select the yard which is capable of building that. So Pipavav is a yard which has been selected by them and the protocol has been signed to that effect which can result into building of the 4 more stealth frigates. The protocol also incorporates the modernisation and dry-docking and midlife refit of large number of Russian built submarines which are in use with the Indian Navy. So far these are the assets which have been repaired and modernised in the Russian yard which now under their collaboration are likely to be done in the Pipavav Shipyard because we do have both in terms of infrastructure, manpower and the required capabilities to undertake this job. This is happening for the first time in the country and that too in a private yard like Pipavav. The question would be is it necessary that the Russian arm will select India as a country in which these ships would be built or they can also go to other geographies. No, the question is that so far Russian Ministry Defence yards, have building the F8s at their own yards in Russia and they also have been cooperating with the Indian ministry of defence yard but now more or less, most of the yards are chockablock and are looking at the yard which has the required capacity and capability and they went all over the country and so many yards and many facilities and finally they have approved Pipavav as the yard which can undertake the construction of the stealth frigate for the Indian Naval requirement.

Just to get it simply put, is it certain that Pipavav Shipyard in the next 3 months or 6 months would get an order to the size of Rs 8000 crore, Rs 16000 crore or possibly even Rs 32000 crore? Russian Government after this protocol have returned to the both Ministry of Defence and the naval headquarters that this frigate could be built in India at the Pipavav Shipyard which is a very strong demonstration of the Pipavav's capability and India being self reliant. In my mind, this is an extremely important step for the Pipavav Shipyard and Russian agencies would not write to the Indian Government or Naval Headquarters unless they have done their work thoroughly. So yes, subject to the necessary approvals by the respective agencies Pipavav could get the contract and typically, if they decide to build 4 frigates, it could be anything between 28000 to 32000 crores or if they want to build 2, it could be around 16000 crore or something like that.

It is not certain that Pipavav Shipyard would get the order because the orders may not come to India at all, they may go to some other geographies as well; right, just to get a clarification? No. I would just make a clarification that the Indian Government and Ministry of Defence have decided to follow by Indian make Indian policy whereby they will have to get the assets built in India and the foreign companies or countries can transfer technology. The fact of the matter is the technology provider will have to approve the yard because it cannot be built anywhere and everywhere. So we are extremely proud that Pipavav has gone through that acid test of getting approved for building a complex assets like stealth frigate and no other private yards in the country have been qualified for that. 2 point question would be, by when would you expect a definitive order to come your way and if this order is worth 8000 crores or in multiples of 8000 crores, is that the top line contribution that Pipavav gets as a result of the order?

There are 2 steps of getting any contract from the government. One is that getting the yard approved which was very critical step because unless your yard is approved, no matter even if everybody wants to give you contract, you cannot get it, you cannot build it. So our capacity and capability has been approved which was a biggest step forward. Once this is clear, then it will be relatively easier to negotiate the contract which would allow the delivery of ships on a time bound basis and within the specified cost. So now next step would be to continue the discussion along with the Russian partners with the Indian authorities to see how best and how far this can be worked. The question is that the very said fact that the yard of Pipavav has been approved for building such a complex project, it is a matter of great pride for us. The contract will take its own time to come through but I am sure that once it is approved and Russians have been our partner for 60 years and they have done their absolute due diligence on the subject and the protocol has been signed only after that. So that is the moment for the Pipavav. **Source: [economictimes.indiatimes](http://economictimes.indiatimes.com)**

East Timor looks to PT PAL for ships

Timor Leste Prime Minister Kay Rala Xanana Gusmao will explore the possibility of establishing maritime cooperation with Indonesia through his planned visit to the headquarters of the country's state shipbuilding firm PT PAL this weekend.

Xanana's spokesman Antonio Ramos told Antara on Wednesday that Timor Leste had made maritime development part of its strategic development plans for the 2011-2030 period. "To realize the plan, we will develop cooperation in the shipbuilding sector with Indonesia, especially PT PAL," he said in Nusa Dua, Bali. Antonio said Xanana, who is currently in Bali to attend the Bali Democracy Forum, was scheduled to visit PAL's headquarters in the East Java capital of Surabaya on Saturday. He said the planned visit was also a follow-up to talks between Xanana and East Java Governor Soekarwo in Surabaya in October. We want to establish cooperation in agriculture, irrigation and maritime sectors." **Source : Seatrade asia**

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First wind farm jack-up for Germans

Hamburg shipyard J.J.Sietas, on its knees and near collapse just two years ago, has become the first German yard to design and build an offshore wind energy transport and installation jack-up vessel.

Tom Todd writes: the contract for the 139m long and 38m wide self-loading ship, with a transport capacity of up to 6,500 dwt, was signed Wednesday in Hamburg by Sietas and Dutch operator Van Oord. The price was kept a secret.



The newbuilding, scheduled for delivery in September 2012, will be capable of operating in up to 45m of water. It will draw 5.7m, have a top speed of 12 knots and be able to hold its position even in heavy seas. Van Oord also secured an option for a sister ship. German crane maker NMF, which is also part of the Sietas Group, will equip the ship with a special offshore crane capable of lifting 900 tons 120m with a 30m outreach.

Yard chief Rüdiger Fuchs said the contract had secured access to the offshore wind energy growth market for Sietas and had been won over "tough international competition from the Netherlands, China and the UAE". Fuchs added: "We are the first (yard) in Germany to win such work. Previously orders for these specialised ships have gone abroad".

The new work means Sietas now has six special ships on order. The others are a heavy lift ship, a dredger and three ferries. It has delivered five special ships this year. Sietas handed over its private family management in 2009 after coming close to collapse. Fuchs and his colleagues have since turned the yard's fortunes round. **Source : The Motorship**

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Pakistan court hears challenge to PSA port deal

Pakistan's Supreme Court on Wednesday began hearing a regional government's challenge to a deal with a Singapore company to run a strategic port in which China has a substantial investment.

The chief minister of Baluchistan, the southwestern province where Gwadar port is located, is seeking the cancellation of the contract with Singapore state-owned PSA International Ltd on the grounds that it is a "one-sided" deal. "In the contract, the federal government did not consider the reservations of the Baluchistan government, nor were we taken into confidence," advocate general Salahuddin Mengal, who represents the Baluchistan government, told the court.

"We ask the court to order the federal government to scrap, cancel the contract." Authorities have dismissed speculation that the deep-sea port would be handed to Chinese control, after China provided 80 percent of the initial \$248 million development costs. China helped build the port on Pakistan's Arabian Sea coast partly with a view to opening up an energy and trade corridor from the Gulf, across Pakistan to western China. Analysts suspect China would push for a major say over the port to back its bid to expand its influence in the Indian Ocean. This would upset India, which has already expressed concern over China's influence in the region.

Pakistan, struggling to revive its debt-laden economy, is keen to become a conduit for trade to landlocked Afghanistan and Central Asia. It has three major ports — Gwadar in Baluchistan and two at Karachi, 450 km to the east. China and Pakistan call each other "all-weather friends" and their close ties have been underpinned by long-standing wariness of their common neighbour, India, and a desire to hedge against U.S. influence in the region. China is Pakistan's main supplier of conventional arms and analysts believe China supported Pakistan's nuclear weapons programme in past decades.

"India wants to tell everybody that China is expanding its tentacles and emerging as a maritime threat but it is the perception which is not shared by any of the regional countries," said Riffat Hussein, chairman of the department of defence and strategic studies at Quaid-e-Azam University in Islamabad. "It's a highly exaggerated concern." Under the Gwadar deal, former President Pervez Musharraf's government gave management and operational control of the deep-sea port to PSA, owned by Singapore sovereign wealth fund Temasek Holdings, in February 2007 for 40 years. Under the agreement, the Baluchistan government, which has been battling a decades-old low-level revolt by nationalists for

provincial autonomy, was to develop a free-zone for warehouses and export processing zone and establish road and rail links. Baluchistan Chief Minister Mohammad Aslam Raisani has said PSA International Ltd had neither brought in trade nor expanded the port. But there were no plans to hand the port to China. Pakistan gets only 9 percent of the port's total revenue. In September, Pakistan's naval chief asked the government to review the contract for the same reasons. Gwadar, 70 km east of the Iranian border and on the doorstep of Gulf shipping lanes, was conceived over a decade ago with hopes it would handle transshipment traffic for the Gulf. **Source: Reuters**

GERMAN LINE'S BIGGEST CONTAINER VESSEL VISITS DURBAN



December 7th Hamburg Sud's **SANTA CLARA** visited the port of Durban (Photo made in another port!)
Info / photo : there from Marius/ Julian / Michael/ Durban ops Dept

Maersk, MSC and CMA CGM propose rate rise from next month

The world's top three container lines have announced freight rate increases, according to shipping industry sources. Maersk has announced rate increases to be effective from January on all container cargo shipments from Asia to Central America and the west coast of South America, reported The Hindu. The rates proposal call for an increase between US\$250 and \$300 per TEU

Mediterranean Shipping Company (MSC) has indicated a series of rate increases and changes in various surcharges to be effective next month. The increases proposed are \$280 per TEU and \$400 per FEU as well as 40-ft high cube containers, to be enforced on all cargo from the Far East and Asia to the Caribbean, Central America East Coast, Cartagena, Panama and Venezuela as of January 1. MSC also proposes to slap an emergency rate restoration of \$300 per TEU from January 1 on all shipments on its service from Japan, Korea, China, Hong Kong, and Southeast Asia to various destinations in Northern Europe, Scandinavia, the Mediterranean and Black Sea.

CMA CGM, France's No.1 and world's No. 3 container line, has announced that it will increase rates on major trade routes from January 1. From Asia to North America, the increase will be \$320 per TEU, \$400 per FEU, \$450 per 40-ft high cube or reefer and \$510 per 45-footer. From Asia to all ports in Europe, the increase will be \$250 per TEU. From West Africa to the Far East, West Asia and India, the rates will increase \$100 per TEU. **Source: cargonewsasia**



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Finnish Konecranes gets contract from Abu Dhabi

Mika Mahlberg, Vice President and head of BU Port Cranes and Tony Douglas, CEO of Abu Dhabi Ports Company sign contract (Photo courtesy of Abu Dhabi Ports Company) Abu Dhabi Ports Company (ADPC) has awarded a contract to Konecranes Finland Corporation for automatic stacking cranes (ASC) to be used at Khalifa Port in Al Taweelah. The contract will cover 30 automated cranes which will be used for stacking containers for a semi-automated container terminal that will be developed in the area.

ADPC said that the cranes will be delivered in two batches to Khalifa Port. The first batch of ASC's will see the delivery of 14 units scheduled for arrival at the end of March, 2012, while the second delivery will be 16 units scheduled at the end of June, 2012. "We are delighted to sign this contract which marks another milestone in our journey to have the first phase of the port ready by Q4 2012," Tony Douglas, CEO of ADPC said. "Konecranes will deliver their units on time and to budget and are another of our key partners in realizing this flagship project." According to ADPC, the cranes have a lifting capacity of 40 tonnes and are equipped with features that include active load control, active sway prevention, and horizontal fine positioning systems that will ensure efficient and uninterrupted use both automatically and remotely. This will be Konecranes' first delivery of ASC cranes to the Middle East. **Source:** [portworld](#)

Rolls-Royce gets order from Tidewater for PSV design and equipment

Rolls-Royce, says it has won an order from Tidewater worth UKP 20 million (about \$12.6 million) for the design, propulsion systems and deck machinery of the four UT 755CDL deep water platform supply vessels that Tidewater is building at the Nanindah, Indonesia, shipyard of Drydocks World Southeast Asia .

The propulsion system used on the Rolls-Royce designed UT 755 CDL will include Rolls-Royce Azipull azimuth thrusters with pulling propellers for increased efficiency. This marks the first time these propulsors have been selected for this particular vessel type. Rolls-Royce will also supply the power electric system, the deck machinery and the high speed diesel generator sets.

The vessels will feature a diesel-electric propulsion system that meets current Clean Design standards. **Source:** [marineblog](#)

ZPMC (Shanghai Zhenhua Heavy Industry Co Ltd) (3)



As promised yesterday, herewith the final part (3) of my visit to the ZPMC premises at Changxing Island (Shanghai), after saying goodbye to the master and crew of the **ZHEN HUA 27** I got a tour over the construction yard where everywhere constructors and welders were building and welding gantry cranes, as can be seen at the photo left, an **4000 tons** ZPMC shearlegs seen shifting / installing a part of a gantry crane



And above seen a part of a crane moving out of the building location to be assembled at another part of the yard

After moving to the site office it appeared that that ZPMC had a complete showroom with working models of cranes (in scale) as well even a port with ship moored on scale to show the clients what ZPMC was able to deliver, below is seen the large model-port





top : a full working large scale model of a gantry crane

Right : 3 x 40 ft containers in 1 lift



I would like to thank **Mr Zhou Gao Bo**, General manager of ZPMC Shipping, and the captains of the **Zhen Hua 13** and **27** for their hospitality, and wish them safe sailing around the globe to deliver their cranes worldwide !

Crude exports via Kozmino terminal at 13.97m tons in Jan-Nov

The volume of Russian crude oil shipment through the terminal of Spetsmornefteport Kozmino LLC (Primorsky Territory) in January-November 2010 amounted to 13,972,000 tons, PortNews reports citing the Port Authority.

In November, the terminal handled 1.33 million tons of crude oil. Special sea oil port Kozmino is the endpoint of the East Siberia - Pacific Ocean (ESPO) Pipeline in Primorsky Krai (Territory). After completion of the 1st Phase of ESPO project crude oil is delivered to the Oil Terminal by rail. Spetsmornefteport Kozmino's projected annual capacity is 15 million tons, expandable to 30 million tons of crude oil a year. The first crude oil cargo was shipped from the Kozmino Terminal on Dec. 28, 2009. **Source : PortNews**

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Asia to Europe rates down below \$1,400 p/teu

According to the Shanghai Containerized Freight Index (SCFI), rates on services from Shanghai to Europe hit \$1,358 per teu last week, which is \$42 less than the previous week. This is the lowest level rates have been at all year, following a high of \$2,164 per teu recorded in March.

The SCFI's overall index, which covers 15 destinations from Shanghai, slumped 32.47 points last week, to hit 1,124.98, compared with 1,157.45 the previous week. It is the 23rd week in a row that the overall index has declined. Rates on services to the Mediterranean also declined last week, falling \$64 to hit \$1,275 per teu.

In its weekly rate report, the Shanghai Shipping Exchange (SSE) said declining vessel utilisation was the reason for the drop in rates. "Traders on the Europe service slowed down their shipment consignment and, as a result, the slot utilisation of the voyages [was around] 80%-85%, and the freight rate touched a record low in this year."

In late November, SSE analysts estimated that vessels on Asia to Europe services were sailing at around 85-90% full.

However, SSE said rates would be likely to rebound in the post Christmas rush. This is backed up by container derivatives trading, which, according to broker FIS, shows that bids for January are coming in at \$1,350 per teu and offers are coming in at \$1,465 per teu, giving a mid-point of \$1,408. The mid-point prediction for February is \$1,413 per teu.

Meanwhile, rates on services from Shanghai to the US west coast were \$50 per down at the end of last week to hit \$1,927 per feu, while rates on services to the east coast slid \$26 to reach \$3,146. SSE analysts said vessels west coast services were sailing at about 80% full, while vessels on east coast services were sailing at around 70-75% full.

Source: ifw-net.com



The TSHD **GATEWAY** seen passing Singapore straits enroute from Australia to a shipyard for drydocking
Photo : Henk Niesten – Queen of the Netherlands ©

MISC to add 2,758-TEU ship to Halal Express 2

HAMBURG-based shipowner Thien & Heyenga has received the fourth in a series of Wenchong 2800 ships from Wenchong Shipyard, China to be deployed on MISC's Halal Express 2 service (HE 2) to replace **AS Palatia**, which has been redeployed on its NileDutch route.

The 2,758-TEU **Stadt Cadiz** is the second to be chartered to the Malaysian shipping company from the Wenchong 2800 series after the **Stadt Seville**, according to a report from Paris-based Alphaliner.

Wenchong 2800 series runs at 22.3 knots and has 499 reefer plugs. Additional shipowners to purchase from the series include German-based Reederei Gebrüder Winter, Schoeller Holdings, Reederei Bernd Drewitz, Schoning and Turkish owner Yardimci (financed through Ownership Emissionshaus), said Alphaliner. Source : Schednet

CMA CGM includes Vietnam in Hamburg-Far East port rotation

On 2 December 2010, the container ship **CMA CGM OTELLO** called at the Port of Hamburg as part of the expanded "French-Asia Line 3" scheduled liner service. The **CMA CGM OTELLO** is one of a fleet of ten container ships with a slot capacity of between 8,500 and 9,500 TEU operating in the weekly FAL 3 container service. This scheduled liner service has been calling at the Port of Hamburg for more than ten years.

The service currently links the ports of Qingdao, Ningbo, Chiwan, Nansha, Yantian, Cai Mep and Port Kelang with European ports. The Europe-bound leg also includes the port of Marsaxlokk; the ports of Beirut and Jeddah are added on the east-bound journey. The CMA CGM subsidiary ANL and the partner company China Shipping have also chartered slots on the FAL 3 service. On 8 November 2010, the **CMA CGM OTELLO** also called at the port of Cai Mep in the south of Vietnam for the first time, and from there the ship reached the Port of Hamburg after a transit time of 22 days. The Port of Cai Mep is about 80 kilometres south of Ho Chi Minh City.

The construction of new port cargo handling facilities in Vietnam – for example near Ho Chi Minh City and Haiphong – is increasingly prompting overseas shipping companies to call at ports in Vietnam directly. No fewer than three direct connections between ports in northern Europe and Vietnam have been established in the year 2010.

The FAL 3 is the third scheduled liner service for containers linking Hamburg with Vietnam. The first was the Asia-Med-Europe (AME) service operated by the shipping company ZIM, launched in September 2010, and followed closely by the Asia-North Europe Loop (NE-5) run by the CHKY Alliance in October 2010. Additional direct connections are expected to be established in future.

Previously, goods from Vietnam were shipped to Europe via Asian transshipment hubs such as Singapore. Commodities imported from Vietnam via the Port of Hamburg are mainly food stuff (coffee, fish) and clothing. Exports to Vietnam shipped via Hamburg, mainly as general cargo, are scrap metal and machinery. With the introduction of direct scheduled liner services, which cut transit times by about a week, the volume of cargo shipped to and from the southeast Asian Tiger economy is expected to increase. **Source : Port of Hamburg**



.... PHOTO OF THE DAY



In Hamburg the new Rescue/stand by tug **NORDIC** was christened

Photo : Jan Ove Muehlporte ©

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