

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 355



Number 355 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Tuesday 21-12-2010**

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Above seen the well maintained **SLOTERGRACHT** departing from Melbourne off Sorrento 13-12-2010.

Photo : Andrew Mackinnon - www.aquamanships.com ©

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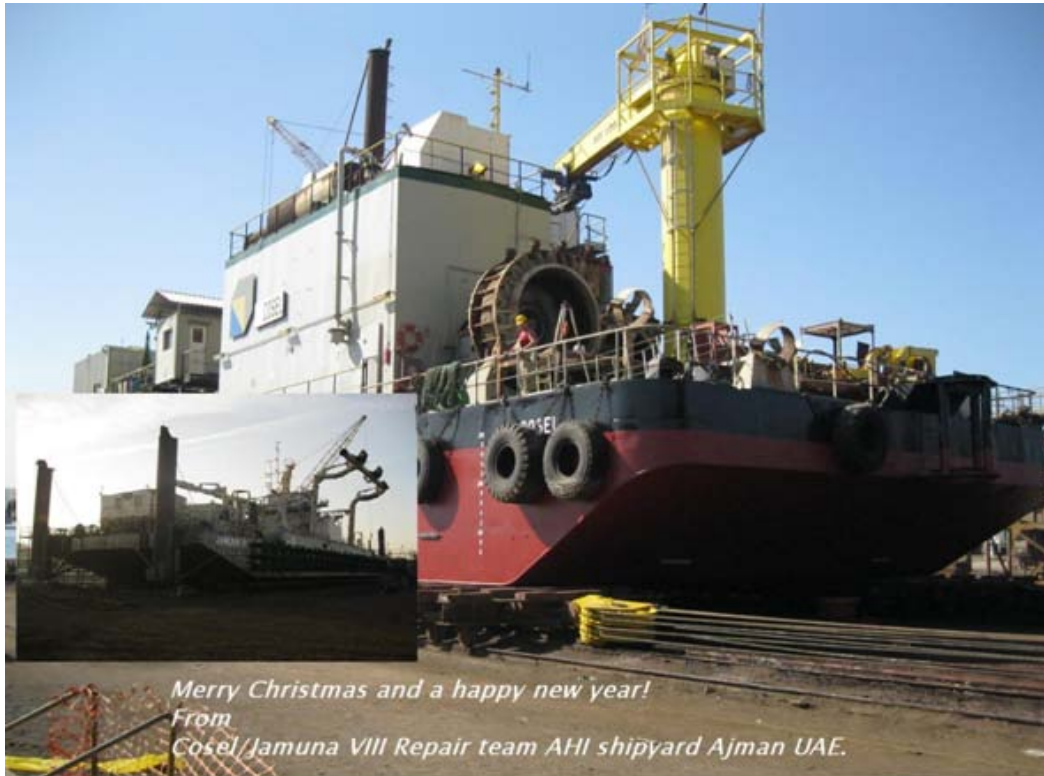


The "Noordam" and the "Zuiderdam" seen at Half Moon Cay (ex. Little San Salvador)

Photo : Kees van Schie ©

Hanjin Heavy plans to axe more staff

Korea's Hanjin Heavy Industries & Construction, which carried out a large-scale restructuring at the beginning of the year, is planning to make another round of redundancies, with 400 employees set to go, creating strong opposition from its union members. Hanjin sent to its labour union an official letter of 'an announcement of restructuring plan for company's survival and request to attend a bargaining related to the labour adjustment' last Wednesday. The official letter says the company will accept voluntary resignations from 400 workers from 20th to 24th December and notify the restructuring plan and the list of employees expected to be discharged to Busan Ministry of Employment and Labour on 5th January next year for the final dismissal on 7th February. The company said, "We have not been able to win any new orders for two years and are running out of work for the first half of next year." "We cannot see any way to save the company, but strengthening a competitiveness through slimming an organization is the only way for Youngdo Shipyard to survive," it added. **Source: seatrade-asia**



S Korea questions Chinese fishermen plucked from sea

They're rescued after their boat capsized during a scuffle with Korean coast guard

South Korean officials questioned three Chinese fishermen rescued from a boat that capsized during a maritime scuffle with the coast guard in which one fisherman died and another was missing, an official said yesterday.

About 50 Chinese fishing boats were illegally fishing in western South Korean waters off Gunsan city, about 270km south of Seoul, on Saturday when a South Korean coast guard ship approached them to try to curb illegal fishing activities, according to the coast guard.

The boat that capsized had intentionally hit the larger coast guard ship, apparently to help its compatriots sail back to Chinese waters, coast guard official Roh Sang-gue said. Five people from the capsized boat were rescued by Chinese fishing boats while four others were plucked from the sea by the coast guard ship, said Mr Roh. But one of four sailors rescued by South Korea later died at a Gunsan hospital, Mr Roh said. Coast guard boats are trying to find the missing Chinese sailor, he said.

'Questioning is under way for the three Chinese why their ship hit the coast guard vessel,' Mr Roh said, without giving any further details. Coast guard officers fought with fishermen on other Chinese boats who wielded steel pipes, shovels and clubs, and four of the officers suffered broken arms and other injuries, the coast guard said in a statement on Saturday. None of the injuries was life-threatening.

Chinese fishing fleets have been going farther afield to feed growing domestic demand. A collision between a Chinese fishing boat and Japanese coast guard vessels in September led to a nasty diplomatic spat between the two countries over disputed islands in the East China Sea.

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The incident soured what had been improving relations between China and Japan. More than 300 Chinese fishing boats are captured for fishing illegally in South Korean waters every year, according to South Korea's coast guard.

In 2008, one South Korean coast guard officer was killed and six others were injured in a maritime scuffle with Chinese fishermen fishing in South Korean waters. A senior South Korean Foreign Ministry official expressed regret over the death of the Chinese fisherman in a phone call to the Chinese consul-general in Seoul, Yonhap news agency reported.

On Saturday, a man answering the phone at the China Maritime Search and Rescue Center in Beijing confirmed a Chinese fishing boat capsized in the Yellow Sea and that a Chinese rescue boat was dispatched. The man didn't give his name as is common with Chinese officials. **Source : AP**



The RNLi 2002 built relief lifeboat **17-31 Roger and Joy Freeman** seen in Harwich – **Photo : Andrew Moors ©**

Container shipping rides high on trade rebound, but caution is advised

Container shipping has been enjoying a gold run, hampered only by recent freight rates falls, as a result of overcapacity. Still, a recent report from BIMCO suggests that while the slide in rates should continue of oversupply of capacity isn't reduced (and so far some liners appear to be hesitant to take capacity out of service), the report predicts that demand will remain firm during 2011 (in the higher single-digit area), although not a very strong rebound should be expected. "Private consumption in the main consumer societies of Europe and the US continues to struggle. For the recovery to become sustainable, private consumption has to take over from the large public stimulus packages that have driven demand forward – and we are still waiting for that to happen in a number of key countries. This is why the IMF just recently revised the growth forecast for the US downwards, while the growth forecast for EU, despite being upwardly adjusted, still remains quite depressed" said BIMCO's analyst Peter Sand.

In the meantime, volumes aren't expected to rise again until the beginning of February of 2011, following the Chinese New Year. The report estimates that more than 300 vessels could become idle until then, before markets return should the industry respond firmly to the lower volumes in its quest to keep freight rates from sliding further. Increasing idling of ships is expected to hurt tonnage providers the most. This is evident from the development in the time charter market, where the average charter period has gone from 18 months in first half of 2008 down to 6 months now. Charter rates also have some ground left to cover before they come back to pre-crisis levels. Tonnage providers sit on a hot spot right now and hesitate to make deals in the hope of better charter rates down the road. Meanwhile, operators have the upper hand and could benefit from a large supply of new ships adding downward pressure on charter rates a few months down the road.

"Despite a massive inflow of new containerships in 2010, 2011 and 2012, it is not expected that the oversupply of capacity will cause freight rates to stay depressed throughout the next couple of years. The markets know by now how to handle a drop in demand and make freight rates recover and bring about a return of black ink to the bottom lines of the liner companies. A drop in demand as we saw in 2009 is not likely to be repeated unless an unexpected double-dip should materialize. Idling of vessels will be the swing factor for control of supply – while slow steaming and extra slow steaming is here to stay for the benefit of the industry as well as the environment" said Peter Sand.

Still the numbers of ships and amount of TEU currently on order has grown significantly especially during the past couple of months, which is an indication that orders are placed at a faster pace than ships are being delivered. According to BIMCO, the active fleet has grown by 9.1% so far in 2010, driven by the 1.3 million TEU that has been delivered year-to-date in the form of 254 new ships. Meanwhile, only 78 vessels, with an average cargo capacity of 1,545 TEU and average age of 28 have been demolished so far in 2010. The potential for demolition in the overall container segment in the coming years remain irrelevant for overall fleet growth, as the containership fleet is so young. Future scrapping is likely to affect the smaller sub-segments of the fleet as they contain old tonnage and hold the largest scrapping potential as markets develop. "While the container industry is and has been the segment where postponements have taken place the most, it seems as if that effect has been catching up during the course of 2010. While deliveries in dry bulk and tanker segments seem to end in the lower end of BIMCO estimates, containership deliveries seem to end in the higher end of BIMCO's estimates for fleet growth in 2010.

The supply of newbuildings is going to be significant in 2011 and in 2012, as it was in 2010. Supply growth of 8% in coming years is expected. It appears unlikely that such inflow could be more or less balanced by demand, as it has been during most of last century. However, the industry has to continuously manage supply in the coming years as the industry will drag along a fundamental imbalance between supply and demand as ship supplies have grown by 15% during the last 1½ years while volumes are only back at par with 2008. Congestion, insufficient infrastructure to cope with cargo flows and changing trade patterns are other matters affecting the market balance" concluded the report.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

Port state control officers benefit from ship inspection training

National training sessions for Egyptian and Moroccan Port State Control Officers (PSCOs) were organised by the EU-funded maritime safety project Safemed II between September and November 2010. The week-long tutoring programme focused on ship inspections and practical issues. The training sessions, which were delivered by the European Maritime Safety Agency (EMSA), enabled national PSCOs to carry out several port state control inspections on board ships. According to a press release, the inspections were led by EMSA officers and PSCO tutors from Cyprus, France, Italy and Malta.

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The training has put PSCOs in the three countries in a better position to target sub-standard ships and improve the efficiency of Port State Control inspections. "This will enhance maritime safety and security, prevent marine pollution by ships, and ensure that the working and living conditions on board ships adhere to minimum standards," said the press release.

Port State Control, which is the inspection of foreign-flagged ships in the ports of a State, is an essential tool to fight sub-standard shipping. A regional Port State Control training session will be organised by EMSA in 2011 for SafeMed Project beneficiaries that have not benefited from a national training session. The SafeMed II project seeks to mitigate the existing imbalance between the participating partners that are EU Mediterranean member states and the non-EU members from the region in the application of maritime legislation. Among its activities, it funds scholarships to internationally recognised maritime universities. **Source: ENPI**



The **MISTER NELSON** seen moored in Singapore – **Photo : Capt. Jelle de Vries ©**





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US Navy Helps to Hunt Down Drug Runners in Guatemala

At a small naval base in southern Florida, the U.S. has established a joint intelligence sharing center, known as the Joint Inter-Agency Task Force - South (JIATF-S), where federal agents, both military and law enforcement, try to combat the Latin American drug cartels. A representative from almost all South and Central American countries sits at the U.S. base in Key West. They even have an online chat room with military representatives from the participating countries communicating with each other sharing actionable intelligence.



Recently, the Venezuelan representative was sent home for fear that the intelligence they shared would be compromised. The representatives are screened and must submit to monthly polygraphs to ensure they are not working for the cartels. As Mexico's President Felipe Calderon wages war against the seven Mexican drug families, some of those cartels are pushing south.

One of those families, the Zetas are making their presence felt in the highlands and lowlands of Mexico's southern neighbor, Guatemala, which is rapidly becoming a favorite trans-shipment point for South American cocaine.

Recent reports suggest that the entire Guatemalan region of Coban is now controlled by the Zeta cartel, which is buying up huge swaths of land to essentially eliminate the Guatemalan cartels who are earning money as "middle men". Guatemala's President Álvaro Colom Caballeros was quoted recently saying that many of the cartel members from that region now speak with Mexican accents.

On Saturday, a Fox News team accompanied by Guatemala's Minister of Immigration Enrique Degenhart visited the Tecun Uman crossing point and witnessed dozens of homemade inflatable rafts carrying people and smugglers across the border into Mexico. A constant stream of foot traffic also wades through the river into Mexico, a trip that takes a mere five minutes.

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Between 285 and 350 metric tons of cocaine passes through Guatemala each year on its way to the United States, according to US and UN statistics. The drug smugglers and those simply crossing to sell goods at a slightly higher price in Mexico paid no notice to Minister Degenhart or the Guatemalan soldiers accompanying him.

The cartels control the entire border, according to Guatemalan officials. The customs agents do not see it as their job to check for drugs. It is too dangerous and no Guatemalan police were present at the border that day.

"We are tired of being used," Minister Degenhart told the Fox team. "We are tired of organized crime using Guatemala as a transit point for jumping into Mexico and the United States." One of the ways the US is helping the Guatemalan government is by training its naval special forces. US SEALs have stood up a Guatemalan team in the past eight months using a semi-submersible homemade submarines.

The Guatemalan Navy's most recent interception was in July. Five tons of cocaine was confiscated. As recently as September, their elite force found a small speed boat filled with 296 kilos of cocaine. But without more funding and help, they cannot secure the porous shoreline and borders. The Zeta cartel knows it and that's why it is moving in, taking over the traditional trafficking corridors, controlling the drug routes before they enter Mexico. **Source :** latino.foxnews



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CASUALTY REPORTING



Ferry capsizes kills 37 in northeastern Bangladesh

At least 37 people, all of them women and children, were killed when a boat packed with passengers capsized after a head-on collision with a sand-laden cargo vessel in a river in northeastern Bangladesh, officials said. The mishap occurred in Alipur area of Sunamganj district, 296 kilometers northeast of the capital Dhaka.

"The boat carrying around 100 people capsized in the tributary of the Surma River at around 9 pm Saturday," a police officer told PTI. Quoting local villagers and government leaders, he said several of passengers swam ashore safely after the collision. Fire service rescuers and policemen were also sent to the remote accident scene, 40 kilometres from the district headquarters.

But, local media reports said a number of people were still missing and rescuers feared the death toll could rise as searches were underway to find more bodies. They said 37 people were killed - 20 children and 17 women. The mass circulated 'Samakal' newspaper quoted a survivor as saying that he jumped off the boat and swam ashore but his wife and five other family members drowned, whose bodies were recovered by villagers later.

The boat was travelling from Sunamganj to the neighbouring Kishoreganj district. Boat accidents are common in Bangladesh, which is criss-crossed by 230 rivers, due to poor safety standards and overcrowding. So far this year, dozens of people have been killed in several boat accidents in Bangladesh. **Source : PTI**

NAVY NEWS

Bangladesh Navy ship docks in city

Bangladesh Naval ship **BNS Umar Farooq**, arrived at Visakhapatnam last Friday, for a three-day visit to the Eastern Naval Command. **BNS Umar Farooq**, commanded by commander, Mahamud Hossain Zia, is a 2,360 tonne ex-Royal Navy Salisbury class Frigate with a crew of 40 officers and about 250 men.

The ship was received by the officers and sailors of the Eastern Naval Command on arrival. Commander Mahamud Hossain Zia called on Rear Admiral P Murugesan, VSM, Flag Officer Commanding Eastern Fleet, earlier in the day. Exchange of visits as well as professional interaction was undertaken between personnel of the two Navies. The Bangladesh Navy personnel also played a friendly volleyball match with the Eastern Fleet Team. The officers and crew

of the Ship visited various places of interest in and around Visakhapatnam and the vessel departed yesterday (Monday) again.

New HQ opened in South Australia for Warship project

The largest Defence project in South Australia, the construction of three new warships, took another step forward today with the official opening of its new headquarters. Minister for Defence Materiel Jason Clare was joined by Premier of South Australia Mike Rann to open the Air Warfare Destroyer Systems Centre at Techport Australia - South Australia's world class naval shipbuilding precinct.

Mr Clare said the construction of the three new Air Warfare Destroyers was one of the largest naval shipbuilding projects ever undertaken in Australia. "These will be the most powerful and advanced warships Australia has ever had. They will be built here in Australia, creating about 3,000 jobs," Mr Clare said.

"The opening of the Systems Centre marks an important milestone in the project. "It brings together 300 expert naval architects, project managers and combat systems engineers under one roof to get on with the job of delivering Australia's new warships." Mr Clare said it was a significant investment in skills and jobs for South Australia.

"The project will see an investment of about \$2 billion here in South Australia and that means jobs," Mr Clare said.

"Today more than 800 people are working on the new Air Warfare Destroyers here at the Techport precinct, and that number will reach more than 1,000 in 2012. "There are 130 people working on building the ships at the ASC shipyard like boilermakers and welders including twenty apprentices.

"We've worked closely with the South Australian Government and I want to thank the Premier for the work he has done to develop this state-of-the-art facility." Mr Rann said South Australian companies were already benefitting from the construction of the Ships and the new facility. "This facility delivers on the South Australian Government's vision to make this Australia's premier naval shipbuilding hub," Mr Rann said.

"We're very proud of the facility and of the exciting work South Australian companies are doing here. "This facility presents a fantastic opportunity for South Australia to become Australia's premier naval shipbuilding State. "That means Defence jobs and the flow-on opportunities that come with them. "For example, a local South Australian company Tagara Builders built the Systems Centre, providing jobs for more than 150 people during construction.

"Our State has developed, and proudly maintains, a reputation for delivering world-class defence projects, and is now home to more than a quarter of the nation's defence industry. "We are focused on growing our defence presence, and on building a sustainable defence industry, including delivering the \$300 million State-owned, world-class infrastructure here at Techport Australia - the nation's premier naval industry hub.

"South Australia's defence sector now employs around 25,000 people directly and indirectly, with the strongest jobs growth taking place in shipbuilding and repair, led by the AWD project." Mr Clare also announced the contract to blast and paint Australia's three new Air Warfare Destroyers had been awarded to Transfield Services (Australia) Pty Ltd.

"This is great news for Australia's defence industry and yet another important step forward in delivering the Air Warfare Destroyers," Mr Clare said.

"The contract with Transfield Services is worth more than \$35 million and will create jobs for more than 60 people over the next six years. "Transfield will do paintwork on the blocks of the ship built by the ASC shipyard, and then will blast and paint the complete ships when they are assembled on the Government of South Australia's Common User Facility."

The \$8 billion Air Warfare Destroyer project will deliver three warships to the Royal Australian Navy; the [HMAS Hobart](#), [HMAS Brisbane](#) and [HMAS Sydney](#). Source : Scoop



USS George Washington Returns to Japan for Holidays

After a short but eventful three-week period out at sea, the aircraft carrier [USS George Washington \(CVN 73\)](#) returned to its forward deployed operating port of Yokosuka, Japan, Dec. 14. While underway, [George Washington](#) participated in an exercise in the waters west of the Korean peninsula with the Republic of Korea (ROK) Navy and in the Pacific Ocean with the Japan Maritime Self Defense Force (JMSDF) as part of the exercise Keen Sword 2011.

"Our crew has done an outstanding job during this patrol which began almost seven months ago in May (2010)," said Capt. David Lausman, commanding officer of [George Washington](#). "During that time, we've traveled more than 50,000 nautical miles across the western Pacific, and I know this region is safer and more secure today because of their service."

[George Washington](#) participated in other naval exercises during the 2010 annual patrol including exercise Invincible Spirit with the ROK Navy, undersea warfare exercise with the JMSDF, which focused on the coordination of anti-submarine warfare, and the joint military exercise Valiant Shield, which was conducted to train the participants on various areas including maritime interdiction, intelligence surveillance, reconnaissance and personnel recovery.

The flight deck of the carrier was an extremely busy place during the 2010 patrol with 8,351 launches and recoveries. To keep those planes flying, the air wing used 16,125, 000 gallons of fuel. The Supply Department made 1.8 million meals with food they brought aboard during 34 separate replenishment-at-sea. The Supply Department also cleaned 365,000 pounds of laundry and kept the crew looking sharp with 22,000 haircuts.

The ship's Medical Department was responsible for assisting 9,485 patients, administering 10,354 immunizations and collecting 424 units of blood during a command blood drive.

The size of **George Washington's** crew increased by 22 U.S. citizens during the annual patrol as the Legal Department naturalized more than three dozen Sailors as new U.S. citizens. "In some countries people are not allowed to speak about certain things, but now I am an American, and I can defend my country and use my freedom of speech whenever I want," said Culinary Specialist Seaman Jian Xu, one of the proud new Americans.

In 2010, **George Washington** visited Korea, Singapore, the Philippines and Thailand. In these ports, more than 7,000 people had the chance to get a firsthand look at the Navy's only permanently forward deployed aircraft carrier.

"It was a great opportunity for both the citizens to see what we do and for our own Sailors to showcase their pride we all share in this warship," said Chief Master-at-Arms Raymond Wendt, one of the ship's tour guides in the Philippines. "It helps you appreciate the ship even more by seeing the excitement in the tourist's faces." Despite being in port, **George Washington's** role is to remain vigilant as the Navy's only permanently forward-deployed aircraft carrier, always ready to execute its next set of orders.

End of an era for RAF's air rescue as Sea King helicopters face scrap heap

RAF Sea King helicopters based at Leconfield will be scrapped in 2012, the Mail has learned. Ministers are expected to announce this week a £7 billion deal to withdraw RAF and Royal Navy crews and replace them with civilian pilots.

The Mail understands a civilian consortium called Soteria, with American-designed helicopters, will take over at Leconfield. Rescue helicopters will continue to fly from East Yorkshire on the same site as the Defence School of Transport (DST). But the RAF's two distinctive yellow Sea Kings will be replaced by Sikorsky S-92 helicopters.

Last night a senior helicopter industry source told the Mail: "It is expected Leconfield will be safe. "It has proved itself to be a valuable base of operations and its coverage should continue under the new contract. "It also provides important cover for the RAF bases on the east coast. 'There is some regret that the RAF cover will be going but in general the public will not notice a change.

"The service will benefit from new aircraft which is a major step forward and it is hoped a core of the experienced crews and staff will remain involved at Leconfield in some capacity." Soteria is a partnership between the Canadian Helicopter Corporation (CHC), French defence giant Thales and Sikorsky. CHC already operates Coastguard search and rescue flights from Stornoway and Sumburgh in the Scottish islands, and Lee-on-Solent and Portland on the south coast.

But critics fear the changes could put lives at risk amid warnings that few civilian pilots have the world-class flying experience and skill of RAF pilots. Back in June the Treasury suspended the search and rescue helicopter contract with the Ministry of Defence (MoD).

MoD and Department for Transport officials were ordered to carry out an "urgent review" into the future of Britain's search and rescue cover. The sell-off could put Prince William, a Sea King pilot, based at RAF Anglesey, out of work. An MoD spokesman said the results of the review would be formally made public "in the very near future".

Source : thisishullandeastriding.co.uk

Documents Confirm China's Aircraft Carrier Plans



China is planning to build an aircraft carrier according to documents seen by the Asahi Shimbun. The Japanese daily on Thursday quoted the Institute for Ocean Development Strategy, a think tank under China's State Oceanic Administration, as saying in a recent report that Beijing "conceived the idea and worked out a plan in 2009 to build an aircraft carrier."

This shows that China "is determined to become a maritime power," the report said. "The task is essential in achieving the great revival of the Chinese nation."

The plan has been an open secret, but there has been no official

confirmation so far. Chinese Defense Minister Liang Guanglie in March last year said China is the only one among the world's big powers that does not have an aircraft carrier, adding this state of affairs "cannot continue forever."

China is believed to be building two 50,000-60,000-ton aircraft carriers at Changxingdao Shipyard, the world's biggest, in Shanghai and is expected to launch one in 2014. It is also reportedly working on remodeling the 58,500-ton Varyag, an aircraft carrier the former Soviet Union had stopped building, at Dalian Port to launch it in 2012. The country is expected to get a nuclear-powered aircraft carrier by 2020. The Japanese government's new defense white paper to be published on Friday will reflect worries about China's buildup of maritime power. **Source :** englishnews@chosun.com

The advertisement features a background image of an offshore oil rig. Overlaid on this is a large black rectangular box containing the following text:

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HMS Illustrious to go in navy cuts

Defence Secretary Liam Fox has confirmed that **HMS Illustrious** is to be withdrawn from service along with the four remaining type 22 frigates as part of the cuts to the Royal Navy agreed in the strategic defence and security review.

Fox set out the scope of the cuts to be made to the Royal Navy's surface fleet in an address to Parliament. A short study into the viability of current carriers **HMS Illustrious** and **HMS Ocean** decided that **HMS Ocean** should be retained to provide Landing Platform Helicopter capability for the longer term.

HMS Illustrious will be withdrawn in 2014, when Ocean has completed a planned refit and been returned to a fully operational state. The MoD said that this would ensure the UK maintained an "experienced crew" to support the introduction of **HMS Queen Elizabeth** in 2020.

HMS Illustrious will be withdrawn from service in 2014 while **HMS Ocean** will be retained to provide the Landing Platform Helicopter capability for the longer term. Type 22 frigates **HMS Chatham, Campbeltown, Cumberland** and **Cornwall** will be withdrawn from service next year.

HMS Chatham will be withdrawn at the end of January 2011, **Campbeltown** and **Cumberland** on 1 April 2011, and **Cornwall** at the end of April. While the Royal Fleet Auxiliary has escaped privatisation, Fox cut several ships to see the fleet "scaled to meet the Royal Navy's requirements".

Fox said RFA **Largs Bay** would be withdrawn in April 2011 along with auxiliary oiler **RFA Bayleaf** and **RFA Fort George**. One of the two Landing Platforms Dock will in future be placed at extended readiness while the other is held at high readiness for operations. From November 2011, the high-readiness ship will be **HMS Bulwark**, and on current plans this will change to current flagship **HMS Albion** in late 2016 when **Bulwark** enters a refit period. Source : [defencemanagement](#)

NGV Tech To Build Training Vessels For Malaysian Navy

Shipbuilder NGV Tech Sdn Bhd is collaborating with Daewoo Shipbuilding & Marine Engineering Co Ltd (DSME) to construct two 75.9-metre training-cum-patrol vessels for the Royal Malaysian Navy (RMN).

"In the period of 24 months, we will collaborate to design, build and deliver the naval vessels," NGV Tech Executive Chairman Datuk Zulkifli Shariff told reporters after the contract signing ceremony here today. "DSME will do the retail design; the vessel blocks will be transported to Malaysia and we will start joining it together at our 24-hectare shipyard in Sijangkang," he added.

NGV Tech builds about 40 ships annually, generating about RM500 million in revenue. Zulkifli said the company had previously built and delivered naval vessels for foreign countries but the new units were bigger and more elaborate and sophisticated in design and capabilities.

"This will be our maiden project with the RMN. And with our local manpower and experience to be derived from DSME, we are confident that we will produce superb marine vessels for them," he said. He also revealed that both vessels would be worth about RM150 million to RM180 million each depending on the negotiation outcomes.

Meanwhile, NGV Tech has also offered DSME to design the Multi Role Support Ship (MRSS) which the RMN has a need as well. "We will start the retail design as per the requirements of the RMN and once orders have been confirmed, we can start building immediately," he said.

Currently, the company is in talks with other potential MRSS buyers, namely Nigeria and Egypt. "By doing the design first, we can save about 20 months as designing this kind of vessels is time consuming, especially when MRSS is a large vessel which is 157 metres in length," he said. He added, the MRSS could cost potential buyers about RM1.2 billion to RM1.3 billion each.

Present at the ceremony today were former prime minister Tun Dr Mahathir Mohamed and DSME President and Chief Executive Officer Nam Sang-Tae. Nam said the deal with NGV Tech was the first of its kind for DSME.

"I think this is a good starting point for us although we do not see any significant impact in the near term," he said, expecting more collaborations with NGV Tech in future. Source : [BERNAMA](#)

SHIPYARD NEWS



Daewoo Shipbuilding unit gets nod for gas project in PNG

Daewoo Shipbuilding & Marine Engineering Co., South Korea's No. 2 shipbuilder, said Monday that its unit has won approval from the Papua New Guinea government to operate a floating liquefied natural gas (LNG) production unit. Along with two foreign partners, DSME E&R will build the floating LNG production and storage unit with an annual output capacity of 3 million tons of gas.

Details of the project will be revealed later, it said. The 3 million tons of gas are equivalent to 15 per cent of the country's consumption of the fuel, it added. The partners include Hoegh LNG and Petromin PNG Holdings, Daewoo Shipbuilding said. Shares of Daewoo Shipbuilding were trading at 34,950 won on the Seoul bourse as of 10:45 a.m., up 0.58 per cent. **Source: tradingmarkets.com**

Yangzijiang Shipbuilding to buy out Jiangsu Zhongzhou Marine

Yangzijiang Shipbuilding (Holdings) Ltd, a Singapore and Taiwan-listed shipping service provider, said it will spend RMB 420 million to acquire entire equities of Jiangsu Zhongzhou Marine Equipment Co Ltd.

The purchase price is 1.2 times more than the target firm's net asset value of RMB 351 million as of Dec. 10, sources reported. The buyer said it will complete the acquisition through a wholly-owned subsidiary Yitian Investments Pte Ltd and will pay RMB 200 million in cash within seven days after the completion of the acquisition. The remaining RMB 220 million will be paid 180 days later, but no payment method was given. Based in Jingjiang of Jiangsu Province, Jiangsu Zhongzhou Marine Equipment, which has a registered capital of RMB 240 million, owns shipbuilding facilities of 350,000-square meter yard space and 430-meter deep water coast line. The firm's net profit for the first eleven months of this year totaled RMB 49.37 million. **Source: chinaknowledge**

Pipavav Shipyard moves HC against ONGC

A consortium led by Pipavav Shipyard has moved Bombay High Court challenging the legality of ONGC's decision to decline its award of a contract to carry out surveys and various other works of six well head platforms at the Bombay High.

The petition is coming up for hearing on Monday before a bench headed by Justice B H Marlapalle. Pipavav-IOEC-Dolphin Consortium comprising Iranian Offshore Engineering Company, Dolphin Offshore Enterprises (India) and Pipavav Shipyard Ltd has alleged that ONGC declined them the contract despite their being the lowest bidders and duly-qualified.

In May, Oil and Natural Gas Corporation invited bids for surveys, design, engineering, procurement, fabrication, loadout, tie down/sea fastening tow-out/sail-out, transportation, installation, hook-up, testing, pre-commissioning and commissioning of six well head platforms at the Bombay High. In September, the consortium submitted its Unpriced Techno-commercial Bid and Priced Commercial Bid, which were uploaded on its website. In all, 11 parties submitted bids.

The Pipavav-IOEC-Dolphin Consortium contends that ONGC declined it the \$229,089,842 contract award to favour UAE-based National Petroleum Construction Company, thereby, causing severe prejudice to the interests of the petitioner consortium and denying it the status of the lowest qualified bidder.

It alleges that ONGC has sought to deny them their status as the lowest qualified bidder on the basis of arbitrary, unreasonable and discriminatory interpretation of tender conditions that place a foreign bidder on an unfairly advantageous footing than petitioner consortium who qualify as domestic bidders.

The petitioner argues that ONGC has denied the petitioner consortium the benefit of "price preferential clause" in the bid evaluation criteria, which provides that subject to certain criteria being fulfilled, domestic bidders (like petitioner consortium) would be entitled to a price preferential of 10 per cent over the lowest-accepted (quoted) foreign bid.

In this case, the petition claimed that the criteria has been fulfilled by Pipavav-IOEC-Dolphin and yet they were denied the benefit of this price preference clause. **Source : Indiatimes**

Russian shipbuilders ask for \$100 million to complete frigates for India



Russian shipbuilding plant Yantar has asked Russia's state arms exporter, Rosoboronexport, for an additional \$100 million to complete construction of three frigates for the Indian Navy, Russian business daily Kommersant said on Thursday.

A \$1.6-billion contract on the construction of the ships was signed in summer 2006. Although the ships were scheduled for completion by 2011-2012, a lack of funds has delayed construction, the paper said. "The lack of funding is linked to the VAT

refund problem: we will only receive [the money] after the frigates have been supplied to India," Igor Orlov, the director general of the Kaliningrad-based plant, told the paper.

A source close to Rosoboronexport told Kommersant the Indian side was aware of the issue and was treating it "with understanding." "We are not considering increasing the contract price for India," the source said. "We propose the problem be settled using domestic reserves, including those of the United Shipbuilding Corporation."

Russian shipyards have struggled to complete Indian naval contracts on time and budget on several occasions. The price of a refit for the the Admiral Gorshkov aircraft carrier has been almost doubled, and its completion date was put back from 2008 to late 2012. **Source : en.rian.ru**

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Above seen the **Trustee** of Dockwise, loaded with the semi-submersible rig "**Pantanal**" off Yantai, China.

Photo : André Korver ©

Van Oord shares change hands

Dutch dredging and marine contracting group Van Oord has announced that MerweOord BV, the investment company of the Van Oord family, and NPM Capital NV, have informed Van Oord that they have reached an agreement on the transfer of the 27.5 per cent of shares in Van Oord held by NPM Capital to MerweOord. MerweOord's interest in Van Oord will therefore increase to 78.5 per cent.

Koninklijke BAM Groep NV has also announced that it has reached an agreement with MerweOord to jointly search for a party that might be interested in the 21.5 per cent share that Koninklijke BAM Groep holds in Van Oord.

The company said in a statement: "If desired MerweOord will supplement this share to a maximum of 30 per cent, as a result of which the desinvestment possibilities for BAM will increase." **Source : Dredging News Online**

Westports seals long-term deal with China Shipping

China Shipping Container Lines Co Ltd (CSCL) would continue to make Westports Malaysia in Port Klang its mega trans-shipment hub in Southeast Asia. This was following the signing of a long-term Terminal Service Agreement between Westports and CSCL in Shanghai on December 7. "CSCL will be deploying 14,000 20-ft equivalent units (TEUs) vessels from first-quarter next year as our 17m natural deep sea port is their preferred port of call.

"We have been constantly improving the productivity rate on their vessels. Our skilful workforce and state-of-the-art port facilities are ready to handle these growing sizes of container vessels, Westports chief executive officer Ruben Gnanalingam said in a statement yesterday.

CSCL, a division of China Shipping Group, is currently the second largest customer at Westports, after French Liner, CMA CGM. Westports is expected to handle some 600,000 TEUs for CSCL this year, including the group's Feeder Liner - Puhai Shipping, Westports said. "Westports had given excellent service and we are confident of growing further in the next decade," deputy managing director of CSCL Zhau Hongzhou said. Zhau also expressed happiness with the agreement saying it reflected the strong bond of friendship and growing trade volume between both Malaysia and China. Westports staff proved that productivity is the core objective of business by setting yet another benchmark for a China Shipping vessel in March this year. They hit a crane productivity of 734 moves in a single hour of operations with nine-crane deployment. This feat was performed while working on [CSCL Pusan](#), a 9,600 TEUs vessel.

Source: btimes.com.my



The general cargo ship [Sanko Eternal](#) seen moving up the Fraser River, near sunset, Vancouver, B.C. - December 19, 2010

Photo : Mike Zelt ©

CSAV reduces capacity on 'New Discovery' Asia-South Africa service

CSAV is reported to be removing some capacity from its Asia-South Africa service in December by replacing five of the eight vessels that are currently being used to operate the service with smaller container ships.

The move will lower capacity on the New Discovery service by around 13 per cent to 2,226 TEU per week, according to American Shipper affiliate ComPair Data. All eight of the vessels have up to now been provided by CSAV. The port

rotation for the New Discovery service is: Xingang, Ningbo, Shanghai, Chiwan, Hong Kong, Singapore, Durban, Cape Town, Singapore, Xingang, Ningbo, Shanghai, Chiwan and Hong Kong. Libra-Montemar takes slots on the service, reports the Asian Shipper. **Source: schednet.com**



The **UBC SYDNEY** seen arriving at the Mega pier in Willemstad – Curacao
Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)

Maersk Line restores suspended 'AE-9' Asia-Europe loop

DENMARK's Maersk Line has reintroduced its Asia-Europe AE-9 loop after suspending the service for four weeks from mid-November. The restored service adds nearly 7,000 TEU in weekly capacity to the North Europe trade lane.

The relaunched AE-9 loop has a revised port rotation with calls added at the Chinese ports of Xingang and Qingdao, while the service no longer stops in Singapore and at Thailand's Laem Chabang Port.

A report by Alphaliner said that the former AE-9 loop had been the carrier's only Far East to North Europe service to directly called at Laem Chabang. Now that this port has been removed from the port rotation, Maersk Line will continue to serve the Thai market through feeders.

The port rotation for the relaunched AE-9 loop is: Zeebrugge, Felixstowe, Bremerhaven, Rotterdam, Le Havre, Tangier, Salalah, Colombo, Tanjung Pelepas, Xingang, Qingdao, Tanjung Pelepas, Colombo, Zeebrugge. A 10th week has been added to the rotation to allow for the longer distance.

The first sailing on the revised AE-9 loop was scheduled to depart from Xingang on December 15 with the Maersk Sentosa. Alphaliner added that Maersk already connects the ports of Xingang and Qingdao with Europe through the AE-2 loop. **Source : Schednet**

Dubai predicts 58.3% growth in cruise tourism by 2015

Temporary infrastructure coming up in addition to Port Rashid terminal



Costa Deliziosa, the first cruise ship to be named in the Gulf, on Sunday marked the official launch of the new cruise season in Dubai.

Image Credit: Supplied

Dubai's marine tourism will see 58.3 per cent growth by 2015 as an increasing number of cruise lines are attracted to the region, officials said.

"Cruises are an important part of Dubai's tourism as a whole and it's growing rapidly," Hamad Mohammad Bin Majren, executive director of business development at Dubai's Department of Tourism and Commerce Marketing (DTCM) said yesterday.

Aboard the 958-foot cruise ship

Costa Deliziosa docked at Port Rashid in Dubai, officials launched the new cruise season. Bin Majren said Costa's entry into Dubai with the vessel Costa Europa had provided the launchpad for the sector with several competitors following.

"In 2009 to 2010 there was 30 per cent growth. In 2011 we expect huge growth. By 2015 we expect to reach 190 ship calls with 575,000 passengers," he said. Other cruise lines have also expressed interest, he added. The Dubai Government this year launched a new cruise terminal at Port Rashid. Bin Majren said a temporary cruise facility is also being built to handle the growth expected in the next two years.

Asked whether port developments elsewhere in the UAE and the Gulf were creating competition, he said the development is much needed. "We need others to develop so cruises will have more destinations on their itineraries. More options will mean more ships," he said. This year, there were 120 ship calls with about 325,000 passengers on board. Costa Cruises — together with Aida Cruises, the German brand and affiliate of the group — was the first company to market regular cruises in the Arabian Gulf, turning Dubai into a major cruise destination and contributing to its growth as a tourist resort. Bin Majren said that prior to this, the terminal received only about five ship calls in the whole of 2001.

Named earlier this year in Dubai, the Costa Deliziosa is the first cruise ship to be named in the Gulf. During the winter, the vessel is conducting seven-day cruises in the Arabian Gulf, departing from Dubai and stopping at Muscat, Fujairah, Abu Dhabi and Bahrain. The **Costa Deliziosa**, weighing in at 92,000 gross tonnes, has a total guest capacity of 2,826. Costa Cruises, based in Genoa, Italy, is Europe's largest cruise company and currently has a fleet of 15 ships, all flying the Italian flag.

Last year, Costa Cruises carried about 1.3 million guests.

- 120 cruise ships called at Dubai ports this year
- 30% growth in traffic through last year and this year

Source : GulfNews



SC stops Manila city gov't from freezing port project

The Supreme Court has issued a temporary restraining order stopping the Manila city government from suspending the construction and development of a new berth at the Manila International Container Terminal (MICT), a multi-million dollar project entered by the Philippine Ports Authority with the private firm International Container Terminal Services Inc. (ICTSI).

In a two page resolution, the SC's Second Division, by authority of its chairman Senior Associate Justice Antonio Carpio, granted the petition filed by PPA assailing the validity of Manila City Council Resolution No. 141, dated September 23, seeking to reinvestigate the reclamation done in Isla Putting Bato in Tondo. The resolution recommended the stoppage and suspension of the implementation of the MICT Berth 6 project for the management, operation and development of the area, until the parties and the private corporations involved in the reclamation have complied with the requirements under the Local Government Code and the Manila Water Code.

The SC directed respondents Manila Mayor Alfredo Lim, Vice Mayor Moreno Domogoso and the city council to file their comment on the petition, and not a motion to dismiss, within 10 days from receipt of notice. The city government accused ICTSI of illegally reclaiming the supposed public domain in view of the company's failure to secure a permit from the city hall. ICTSI said the city council has no authority to impose additional requirements for a port construction in the Port of Manila. It said the new Manila Water Code approved by the city council cannot amend the PPA charter and the laws and rules applicable to reclamation of land for port projects by requiring prior approval of the city mayor and the city council.

ICTSI said that while it has no residual claims of ownership in the land and improvements, it has the right to use the land for the duration of its contract with PPA. Since the development of the new berth requires some reclamation,

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ICTSI obtained approval and permits, through the intercession of PPA, from the Philippine Reclamation Authority, which has exclusive jurisdiction over land reclamation in the country.

Senate President Juan Ponce Enrile earlier expressed misgivings over the action and decision of the city council.

"The reclamation is supposed to pave the way for the development of an additional berth for vessels. Upon my inquiry, the PPA has confirmed that the said project is being undertaken with the prior approval of the authority. The berthing facility to be built on such reclaimed portion, after all, is subject to the control, regulation and supervision by the PPA," he said. "I find it very disturbing, even granting the best of intentions, that the city council would even be minded to require the port contractor to secure a mayor's permit and a city ordinance to approve such an undertaking within the Port of Manila after the PPA has already approved the same pursuant to the expansion and improvement of port facilities at the MICT," he said,

"The land to be reclaimed is subject to our public land laws under which all reclaimed land constitute property of the State, and the State can dispose of the same for its own purposes. In this case, the public purpose for which such reclaimed land is to be utilized is clearly established. The State, through the PPA, has given its approval for the contractor's project to construct an additional berth which will enhance the terminal's capacity to handle a larger volume of goods with the increase in the number of vessels it can accommodate."

"Neither the Public Estates Authority nor the Philippine Reclamation Authority, and much less, the City of Manila can validly assert their respective legal authority over the project even if it entails land reclamation," said Enrile. "The area to be reclaimed unquestionably will remain as property of the Republic." "The moves (of the city council) betray the utter ignorance of their proponents of the governing laws and jurisprudence on the matter," he said. **Source :** **Malaya**



The heavily damaged jack up rig **WEST ATLAS** seen under tow of the **MAERSK PROMOTOR** departing from the original location bound with a speed of 1,5 knots towards West Timor where the salvor **SVITZER Salvage** together with **ALE Heavy Lift** will try to pull up the legs some more.

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Turkmenistan acquires its first chemical tanker

The **Bitarap**, a 4.450dwt chemical tanker joined the fleet of Turkmenistan. According to the Turkmenistan Govt press service, the vessel has 14 cargo tanks with capacity of 5,159 cbm. The vessel's length is about 92 m long, beam - 15,7 m, depth - 7,8 m. When fully loaded the vessel's max speed is 11.5 knots. This is the first chemical tanker acquired by the Government of Turkmenistan.

The vessel was built by order of the State Service Maritime and River Transport of Turkmenistan. Officially, the shipbuilder was not named, but as media reported, the tanker was built at the shipyards of the Estonian Reval Shipbuilding OU for \$ 10.8 million

Earlier, Turkmenistan has acquired three oil tankers - **Khazar**, **Sumbar** and **Ceyhun** of over 7,000DWT. Currently, these vessels are engaged in cargo transportation along the Turkmen Caspian coast, bringing crude oil from the Turkmen ports Aladja and Ekerem to the Kenar oil terminal for further delivery to the Turkmenbashi oil refineries. The tankers also make regular calls at Russian Makhachkala port, the Iranian ports of Anzali and Neka, delivering to foreign customers diesel fuel, motor gasoline, fuel oil and other petroleum products. **Source : PortNews**



SIS agrees 90-vessel software contract

Dutch dredging and marine contractor Van Oord has agreed a contract with Star Information Systems (SIS) of Norway for the supply of software systems to Van Oord's fleet of more than 90 vessels. Under the terms of the contract, SIS will provide a package of software systems to assist in all aspects of the technical management of the Van Oord fleet, including maintenance, purchasing, logistics and asset management.

In an addition to SIS' software and standard service package, which includes quality assurance and product management, SIS will also provide Van Oord with process mapping services. The process mapping work will be carried out to help establish interfaces between legacy and operational systems, and develop conversion tools to facilitate a smooth transition of data from old to new systems.

According to SIS CEO Per Anders Koien, the contract is the largest ever won by the company, and is among the biggest ever awarded in the fleet management software industry, measured by value. "We welcome the opportunity to work with Van Oord, a company with extensive experience managing big, complex projects," he said.

"The scope of the project represents a great opportunity for us to develop new services and software enhancements, and we are confident that by working in partnership with Van Oord, we can deliver on expectations." As an additional component of the agreed contract Van Oord has asked SIS to develop a number of additional requested software functionalities. These will be integrated into the SIS software, and will also be made available to other SIS customers in the future. **Source : Digital Ship**



.... PHOTO OF THE DAY



The **SKARV FPSO** as seen from the **FAIRMOUNT SHERPA** during the departure from Korea bound for Norway, on SB-wing the **FAIRMOUNT SUMMIT** is towing (not seen on the photo)

Photo : Cor van der Hoek ©

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