

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2010 – 361



**Number 361 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Monday 27-12-2010**

News reports received from readers and Internet News articles copied from various news sites.

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**Above seen on 24th of December in Cabo San Lucas (Mexico), 3 HAL ships together in the same port, the AMSTERDAM, the OOSTERDAM (second) and last one in the back is the ROTTERDAM, the white cruise ship behind the AMSTERDAM is Regent's SEVEN SEAS NAVIGATOR.**

**Photo : Alexander Stijlaart (c)**

**It is noted that the news agencies are also taking a rest .... As not much news is provided these days ....**

**Enjoy the Festive period and do not drink & drive !**

**Be it on land ..... or at Sea !!!**

# IN MEMORIAM

Met droefheid hebben wij vernomen dat van ons is heengegaan



## Capt. Walter Defloor

Kapitein ter Lange Omvaart  
Ere-Commandant Regie Maritiem Transport  
Ere-Commandant O/S Mercator

Oostende 28-12-1928

Oostende 17-12-2010

Walter was de echtgenoot van de bekende " Marine-schilderes " Yasmina Vanhove.

Walter was heel dicht betrokken bij de restauratie van het voormalig Belgisch opleidingsschip **Mercator** in 2010 alsmede bij de bouw van de Oostendse Tweemaster " **Nele** ". Zowel als mens in het algemeen, en als kapitein in het bijzonder was Walter een zeer geliefd en zeer rechtvaardig mens. De vrijwillige bemanning van de **Mercator** heeft de beste herinneringen, vooral als we met het schip op verplaatsing waren. Als commandant gaf hij niet alleen het gevoel van kennis en kunde maar eveneens dit van veiligheid.

## Walter, rust in vrede. Wij gaan U allen missen.

Namens de vrijwilligers en de vaste bemanning van de **Mercator**

**Jean-François Berden**

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore  
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## EVENTS, INCIDENTS & OPERATIONS



Spliethoff's 2010 built 8620 grt **FLORIJNGRACHT** loaded with sections of the first wind farms for Dunedin , NZ .  
Photo : Ross Walker (c)

## Fifth tug arrives to try to free ship aground near Grosse Ile



A fifth tugboat has arrived to join the effort to free a ship hauling coal to a Detroit Edison power plant that got stuck early today in the Trenton Channel. The 579-foot tug-and-barge combination that was carrying about 12,500 tons of coal ran aground around 3:15 a.m. last Friday as it was preparing to deliver a full load of coal to the Detroit Edison Trenton Channel Power Plant, according to the U.S. Coast Guard, which is overseeing the salvage operation.

"There's a large amount of commercial traffic that happens throughout our area," said Lt. Justin Westmiller of the Detroit Coast Guard post. "(This) is a pretty rare



occurrence in our area." "The disruption of delivery is not going to have any affect on the power plant at all," said Len Singer, spokesman for DTE Energy, which owns the plant.

It's unclear when the effort to get the ship afloat and unload the coal will be complete, Westmiller said. He noted there's been no pollution coming from the incident. The McKee Sons is owned by Lower Lakes Vessel Co., Singer said, and was coming from Toledo. The stuck vessel has drawn the curiosity of Downriver residents as they parked on Grosse Ile's West River Road to take photos of the ship that's positioned in the channel parallel to the Wayne County free bridge that connects Grosse Ile to Trenton.

"I heard there was a freighter stuck," said Dave Trometer, 57, of Lincoln Park as he snapped shots from Grosse Ile. He was out buying Christmas candy for the neighbours when he heard the news on the radio and headed for the island. "I came down here to see this." Mark Stockdale, 47, a pharmacist who has lived on Grosse Ile for 21 1/2 years also heard about the stuck ship on the news and decided to swing by. He and his wife, Terilyn, were out grocery shopping.

"It makes me wonder exactly what happened," Stockdale said. "Did the front get grounded, and the current turn it like this?" The free bridge remains open, though traffic has been slowed, as gawkers try to get a glimpse of the ship and pedestrians take pictures from the bridge. Islander Michael Bowyer joined the crowd off of West River Road to document the scene with his camera.

"When I came by earlier this morning, I thought they were going to turn him sideways, buckle up against the plant and drop off coal, but it's been several hours now and he's not moving." Meantime, a steady stream of onlookers continues to get a glimpse of the Christmas Eve action. "There's not that much that happens on the island and when it does, everyone wants to see it." Bowyer said. **Source : The Detroit News**



## Unauthorized vessels on the Northern Sea Route are unacceptable



Vice-Premier Sergei Ivanov speaking at a meeting of Russ. Govt's Marine Board said that the appearances of vessels on the Northern Sea Route that do not have permission to sail on the shipping lane are not acceptable, the PortNews correspondent reported.

According to Sergei Ivanov, it is urgent to take real measures to prevent the unauthorized voyages there, such as the imposing of large fines on the shipowners or forfeiture of licenses.

Participating in the Board meeting Atomflot CEO Vyacheslav Ruksha noted that "there have been several unauthorized departures of ships recently, including river-going vessels, setting out for sail on the Northern Sea Route. That

has caused four shipwrecks in the Arctic. However, there have been no shipwrecks, for over the past 10 years, of vessels that had permission to sail on the Northern Sea Route. **Source : PortNews**



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**Due to our holiday break the newsclippings  
may reach you irregularly**



The **ENGLISHMAN** seen in Rotterdam – **Photo : John van der Linden (c)**

## **Pirates attack 2 vessels on Lagos waters**

Barely three months of relative peace, sea robbers struck twice last week on Lagos waters, attacking two ships, injuring crew and carting away valuables. Although details of the attacks were not revealed to our correspondent, it was confirmed that in one of the attacks four foreign crew members were brutally attacked as about eight robbers armed with crowbars, machetes and guns fired upon and boarded a general cargo ship (identity unknown) that was drifting off about 30 nautical miles off the Lagos Fairway Buoy. The robbers reportedly escaped with ship and crew members cash and property. The attack in which four crew were injured was unleashed on a cargo vessel which was destined for Apapa port of Lagos. It took place on Tuesday December 14.

In the second attack, which also occurred about 25 nautical miles of Lagos, it was the dexterity and bravery of the ship's captain that saved the day as the robbers could not board the ship, despite their spirited attempts. According to the International Maritime Bureau, IMB, piracy reporting centre in Kuala Lumpur, "a suspicious vessel approached a drifting container ship. At a distance of 2.1 nm the vessel stopped and launched a skiff with seven armed pirates. The skiff chased and fired upon the ship with intent to board." The report which was accessed last week by our correspondent the ship's "Master raised alarm, increased speed and crew activated fire hoses, smoke signals and fired rocket flares at the skiff. "The pirates made several attempts to board the ship and finally aborted the attack due to the effective anti-piracy measures taken by the ship including rigging of razor wires and electric fence." Both incidents were (unlike in previous attacks) reported to the IMB immediately. They were both recorded as attacks 423 and 427, respectively. Source: [vanguard.com](http://vanguard.com)



The **TRES HOMBRES** arrived in the port of Willemstad (Curacao)

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

## Boring ... time to move on

As 2010 draws to a close and a global economic recovery of sorts gathers pace, it is sobering to reflect on just how close the western financial system came to collapse two short years ago. Were it not for some swift and decisive action taken by governments to bail out the many banks that had overplayed their hand, goodness knows what shipping journalists would be writing about today.

Thinking about how close many industrialised nations came to civil disaster leads on to the realisation that modern lifestyles are almost totally dependent on the finely tuned logistics of global shipping. Computerisation and sophisticated voyage planning enable inventories to be minimised and supermarket shelves and petrol stations to be restocked on virtually a daily basis.

Such home truths often go unappreciated by a society which over the past two decades has become increasingly cosseted as well as more risk-averse than ever before. Rather than dwell on the ramifications of a global financial



meltdown, people lie awake at night worrying about what are perceived to be the burning issues of the day, notably terrorism, climate change, environmental pollution, petrol prices and energy shortages.

Over the course of 2010 these fears have been fed by a steady stream of headlines along the lines of:

- "US trade jeopardised by lack of adequate port security measures"
- "India to refuse entry to single-hull tankers from 2011"
- "Piracy a major threat to energy and food supplies"
- "New call for carbon charges on aviation and shipping"
- "Future fuel bottleneck requires shipping industry action"
- "Implementation of ballast water regime presents major challenges"
- "Biofuels gain within fuel mix could be slow"
- "UK petrol prices hit new record amidst concerns over oil supplies"

Hindsight is a wonderful thing, but it has to be said that the global response to the 9/11 attacks could have been handled much better. The rush to establish a cordon sanitaire around the lives of every citizen in the immediate aftermath of the attacks played into terrorist hands, and sent out shock waves that are still being felt today. While no-one would decry the introduction of most of today's new airport security measures, the wisdom of implementing an equally rigorous system for ships and ports worldwide is questionable at best. Politicians like to be seen to be taking effective action but over-reaction is a term that springs to mind when considering the extent to which they would like to see world freight shipments vetted. Homeland security divisions of government have set their enforcement agencies impossible targets and introduced a welter of restrictions on seafarers and port workers in the process. One wonders about the extent to which the skills of statisticians have been employed in assessing risks before moving ahead with some of the port security measures that have been tabled. The overseas screening of freight containers on a 100% basis, the expansion of vessel tracking to all small vessels and a major commitment to intelligence gathering are regarded as bridges too far by most wise heads in both industry and the enforcement agencies entrusted with policing the waterfront.

The number of seafarers that have been taken hostage by pirates in the Gulf of Aden and off East Africa in 2010 is approaching the record number established last year; this, despite the increasing number of naval patrol vessels deployed and other anti-piracy measures introduced by the shipping community. The trend adds further weight to the belief that the problem has to be tackled at source. While the Royal Navy may have been successful in ridding the seas of slave traders two centuries ago, a different approach is needed today. Until some degree of control is established in the lawless land that is Somalia and the era of the war lord is brought to a close, piracy is unlikely to go away. For those who thought the year of peak oil was 2007, it is time to think again. Preliminary results indicate that global oil consumption in 2010 will reach the record level of

86.7 million barrels per day (b/d), 100,000 b/d more than in 2007. While oil use in the US and Europe may be stable, increasing consumption by expanding Asian economies is driving the rebound in the demand for oil. However, the question as to whether or not the increase in oil consumption is sustainable is not going away. The extent to which oil reserves are finite is evidenced by the current rise in the price of oil towards the USD 100 per barrel mark. As the easily accessible oil deposits are depleted, the energy industry is moving offshore, into deeper waters, in search of new supplies. This, in itself, presents technological challenges while the full impact of the **Deepwater Horizon** blowout in the US Gulf last April on future drilling programmes remains to be felt.

The good news for the world at large is that gas is the new oil. Posted reserves of natural gas, already healthy, have been swelled in recent years by major finds of shale gas in the US. These discoveries have already turned the global gas market on its head and the promise of further unconventional gas development projects in other parts of the world over the coming decade heralds the dawn of the gas era. First off the block will be a series of major liquefied natural gas (LNG) export schemes in eastern Australia based on the use of Queensland coal seam gas. Gas is poised to relieve some of the pressure on the use of oil as a transport fuel. The number of LNG and compressed natural gas (CNG)



fuelling stations worldwide is growing by the day. The initial beneficiaries have been the operators of taxi and municipal vehicle fleets but the attractions of gas, not least its competitive price and clean-burning properties, are gaining allies across the heavy goods vehicle community. Furthermore, gas is beginning to feature amongst the options being considered by ship owners facing up to the challenges posed by increasingly stringent requirements governing marine atmospheric pollution. Amongst the fossil fuels, natural gas in the form of LNG offers the optimum solution for limiting emissions of harmful pollutants and a number of LNG-powered coastal vessels are already in operation in Norway. Initially, it was thought that the use of LNG as a ship fuel would be limited to small vessels operating in close proximity to their fuelling stations. However, the technological challenges of providing LNG bunker tanks for large, deepsea vessels and supplying these tanks with the necessary fuel have been tackled with a range of exciting new designs. The use of gas as a transport fuel will also relieve some of the pressure imposed on biofuels by green lobby groups and politicians keen to limit man's carbon footprint. It is now acknowledged that developing biofuels to anything like the volumes needed will impose unsustainable impacts on the global ecosystem. Looking back, 2010 has been another tumultuous year, made unnecessarily complicated by doom-laden and fear-inducing headlines repeated ad infinitum. Looking ahead, the worst of the global financial crisis is behind us and economies are beginning to grow again. The hope is that lessons have been learned and that careful thought will be given to the challenges which lie ahead. There are reasons to be cheerful this festive season and for moving on, into 2011, in an optimistic frame of mind. **Source: Feature, BIMCO**



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## Sailors airlifted to hospital after cargo ship fire in the English Channel

Three sailors were airlifted to hospital last night after suffering smoke inhalation from a fire on board their ship. The trio were evacuated from the Turkish cargo vessel **Eren Turgut** by an RAF rescue helicopter in the English Channel off Kent.

The Maritime and Coastguard Agency (MCA) said the sailors landed at Margate, Kent, and were taken to hospital by ambulance. The ship contacted Dover Coastguard at 4.30pm last Friday to report that the three men needed medical assistance due to smoke. The vessel was tonight anchored in the Dover Strait traffic separation scheme and is 18 miles east-north-east of Dover, Kent, an MCA spokeswoman said.

Tony Evans, Dover Coastguard watch manager said: 'A small fire on board the vessel has been dealt with and there is now no fire on board. However the vessel now only has emergency power and no propulsion. The crew is attempting to repair the defect.' **Source : DailyMail**





The damaged **THEBE** arrived, escorted by the Dutch Coast Guard tug **IEVOLI BLACK**, in the port of Den Helder, the **THEBE** was in collision north of the Dutch island Vlieland with the container vessel **CMA CGM LAPEROUSE** last week

Photo's : Paul Schaap – Pas Publicaties (c)



## Filipinos show their mettle on high seas

### Homesick but not seasick after battling pirates

THE TRIUMPHANT homecoming of three wooden sailing boats two weeks ago after a grueling 15-month voyage across the South China Sea visiting six Asian countries recalls not only how early Malay settlers reached our shores but also the maritime ingenuity we now find in modern-day Filipino sailors. The courage of the sea flows in the blood of Filipino seafarers, but their hearts are always homeward-bound. After a dangerous brush with pirates off the coast of Africa, eight intrepid Filipino seamen—homesick but not seasick—have expressed a typically Filipino wish: They just wanted to be home for Christmas to be with their loved ones, according to the Department of Foreign Affairs (DFA). In a stirring story of courage on the high seas, the Filipino sailors and their fellow crewmen aboard a German cargo ship evaded capture by Somali pirates by quick thinking and outsmarting the brigands.

Foreign Undersecretary for Migrant Workers Esteban Conejos said in a report the “adoption of best practices by the Filipino seafarers saved them from being held captive by the pirates” who boarded their ship last Oct. 24 near the Gulf of Aden while en route to South Africa. “They sent out a distress call to American and British naval vessels in the area,

cut off the ship's fuel supply, shut down the power in the bridge, and hid in a safe room before they could be overwhelmed by the pirates," Conejos said.

They stayed below deck for two days. "Unable to take charge of the ship or hold any crew member hostage, the pirates were forced to abandon the vessel after stealing some personal belongings of the crew which were left inside the cabins," the DFA official reported. For the Filipino sailors, it was just another day at the office – at sea. Having



done their duty at minimal risk to ship, cargo and fellow crewmembers, they continued to work until they reached port in South Africa, hoping only to be with their loved ones when they come home for Christmas.

The bravery of the Filipino seafarer is legendary. It has been there since he braved the stormy waters of the Bering Sea to catch Alaskan king crabs for the famous seafood restaurants of the Embarcadero in San Francisco, the City by the Bay. It has been there since he saved shipwrecked sailors off the storm-tossed coasts of southern California,

graveyard of many Spanish galleons. It has been there since he crewed for the Spanish tall ships that sailed the Pacific from Manila to Acapulco, and then from Veracruz for the Atlantic crossing to Spain—the famous Galleon Trade that brought exotic products from the East to rich European markets. A replica of one of those legendary Spanish galleons docked near the equally historic Manila Hotel at South Harbor recently. There the [Andalucia](#) sat in full glory for a few days in October after sailing from Spain for six months to celebrate Unesco's "Día del Galeon," reliving the glory days of empire when the Spanish armada ruled the seas and most of the known world.

What the known world didn't know was that many of those wooden ships were built in the shipyards of Cavite by expert Filipino woodcarvers from Paete in the neighboring province of Laguna and shipbuilders from Mindoro recruited by Chinese contractors. The woodcarving tradition persists in Paete and the shipyards survive in Cavite, but the glory that was Spain flickers only in memory, rekindled occasionally by the visit of a proud galleon like the [Andalucia](#). In colonial times, the Philippine territory was administered by the Spanish crown through authorities who also ruled Mexico, which explains why Our Lady of Guadalupe is the patroness of both Mexico and Las Islas Filipinas.

The galleons often stopped over in Guam and other Pacific islands to replenish supplies for their long ocean voyages--so the Catholic saint Pedro Calungsod must have boarded one of those ships for the mission in Guam, which continues to be part of the Archdiocese of Cebu's ecclesiastical responsibility. At a certain time of year, the prevailing trade winds of the Pacific would blow the galleons higher up north to the coast of California, from where they would sail southward to Acapulco, hugging the coastline. Violent storms caught many of those ships, and today the California coast is a graveyard to many galleons. Many stories of heroism at sea survive in the oral history of small Filipino communities along the California coast, and farther inland at the vegetable farms of Salinas Valley, the setting of John Steinbeck's famous East of Eden. Steinbeck's son, Thomas, preserved many of those heroic tales of rescue at sea by brave Filipino sailors in a breathtaking book, "Down to a Soundless Sea." One story tells of a Filipino sailor who swam in heavy seas towing a lifeboat full of survivors tied to his waist with abaca rope.

If the galleon was blessed with good weather, it would continue on down to Mexico to disgorge its precious cargo in Acapulco. From there the cargo was packed on mule trains for the dangerous trek along mountain trails across the tropical rainforest to Veracruz on the Atlantic coast, and finally loaded onto ships bound for Spain. To this day, descendants of Filipino sailors who settled down with Mexican maidens live in small barrios along the mountain trails, proud of their brave seafaring heritage high up in the mountains. Their dialect is still laced with Filipino words.

Other Filipino sailors found ships that sailed north of California to the rich fishing grounds of Alaska and scattered their progeny there. Some of their exploits, both nautical and historical, found their way into the stories of the Filipino novelist Bienvenido Santos, who settled in the area and penned award-winning literature about Filipino immigrants in the Pacific Northwest.

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But enough of the productivity and proclivity of the intrepid Filipino sailors. On its recent trip, the **Andalucia** departed Seville for Shanghai and then stopped over in Hong Kong on the way to Manila. It visited Cebu and Bohol before embarking on the Pacific crossing to Acapulco. In the years of the galleon trade (1565-1815), the voyage took all of 200 days, more or less, depending on wind, storms, occasional pirates, and brief stopovers for rest and supplies.

On the trip from Shanghai to Manila, the cargo holds of Chinese junks which brought Chinese goods would be partly loaded with stones for ballast to keep them on an even keel in the worst of typhoons. Many of those stones were unloaded in Manila to give way to cargo for the return trip to Shanghai. The stones were cut to small squares to pave the streets of old Manila and survived to the early 1960s until cultural barbarians replaced them with concrete. The centuries-old piedra china are all but gone. But in the veins of every Filipino seafarer still flows a precious legacy of the sea: the craftsmanship and diligence of Paete shipbuilders, the swashbuckling derring-do of the Spanish conquistador, the enterprising spirit of the Chinese merchants who plied the galleon trade, and the audacity of seafaring datus who braved the high seas in wooden boats called balanghai to establish their first settlements here.

Those historic journeys are replicated everyday by brave Filipino seafarers, eight of whom, fresh from a brush with modern-day pirates near the Gulf of Aden, are coming home to spend Christmas with their loved ones. Home from the sea, they will soon go back to their home at sea, to make a living away from home, sailing dangerous oceans away from loved ones who make it all worthwhile for them. It just may be the brave seafaring tradition that flows in their veins. But all of them are national treasures. **Source :** *Philippine Daily Inquirer*



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The TSHD **ORANJE** seen moored in IJmuiden – Photo : H. Blomvliet (c)



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## Shipping firms to contain problem

Foreign shipping lines have been left at sea by unclear liquidation procedures for abandoned containers at Vietnam's ports. Danish shipping logistics firm Maersk Vietnam told VIR that it had 48 abandoned containers at Haiphong and Ho Chi Minh City ports. "Retarded liquidation of goods has caused huge losses to us as we have to pay high leasing costs for these containers. We have to pay storage charge of \$1.6 and \$2.4 per day for a 20-foot container and a 40-foot container respectively. We also have to pay a daily per diem of \$1-3 for each container," said the company's general director Peter Smidt-Nielsen.

"Abandoned cargoes are one of the big issues of many shipping lines in Vietnam today," he said. Under the Ministry of Finance's Circular 05/2003/TT-BTC guiding the disposal of goods left in stock at Vietnam's seaports, the carriers could arrange a liquidation of the abandoned cargoes retained by them through the cargo liquidation board in each sea port. However, Smidt-Nielsen said the circular did not stipulate the waiting time for having the abandoned cargoes liquidated by the liquidation board.

"In fact it is a very long today," he said, citing that a liquidation board only held one or two meetings per year to look at the list of abandoned containers submitted by the shipping lines. "The situation has deprived us of many business opportunities. We cannot use these containers for transport and freight income during this time," he said. Maersk is not the only carrier facing the problem. Japan-backed NYK Line reported at least 10 containers were failing to be liquidated at Ho Chi Minh City's Cat Lai and VICT ports and Haiphong's Transvina port.

According to Vietnam International Container Terminal Company, by July 2010, some 65 containers remained at the VICT port without settling customs procedures. Many belonged to global shipping lines like GE Seaco SRL Company, Cronos Equipment Ltd Company, SITC Container Lines Co Ltd., Hyundai Merchant Marine Co Ltd. and Tal International Company.

Meanwhile, Saigon Newport reported that up to August 2010, some 235 containers fell in the same situation, though they had been asked to be liquidated since early October last year. By last August, 6,651 containers were left at Haiphong port without any ownership declared. Haiphong Port One-Member Ltd. Company's vice general director Bui Chien Thang said regulations on the determination of goods left in stock or abandoned goods were unclear. "It often takes up to two years to liquidate a container. This causes big financial losses to shipping lines and badly affects ports' prestige," Thang said. In early November, 2010, Deputy Prime Minister Hoang Trung Hai issued document 7864/VPCP-KTTH asking the ministries of Natural Resources and Environment, Industry and Trade, Finance, Public Security, Transport and the people's committees of Haiphong, Quang Ninh and Ho Chi Minh City to remove all obstacles to the liquidation process. But Smidt-Nielsen said there were so many offices and bodies involved in this process, and it was not easy to get them aligned to solve the problem due to inefficient cooperation. **Source: VIR**



## **NAVY NEWS**

# **Father Christmas breaks his ankle on navy ship visit**

Father Christmas will have to take extra care climbing down chimneys tonight after breaking his ankle in a surprise visit to a Royal Navy warship. St Nicholas had been delivering early Christmas presents to the crew of **HMS Scott** when he slipped on the upper deck, fracturing his ankle.



The **HMS SCOTT** seen arriving in Cape Town - **Photo : Aad Noorland (c)**



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But he did not pout or cry - in fact it was smiles all round as two navy medics got a cast on his leg in the ship's sick bay. **HMS Scott**, which is covering ice patrol duties after **HMS Endurance** nearly sank two years ago, has sailed up to Cape Town in South Africa for Christmas.

While the UK suffers with freezing temperatures, **Scott's** crew have been bathing in the sunshine at a more than reasonable 28C. Despite the unorthodox conditions, the ship's company held an early Christmas celebration in traditional fashion with mince pies and a carol service.

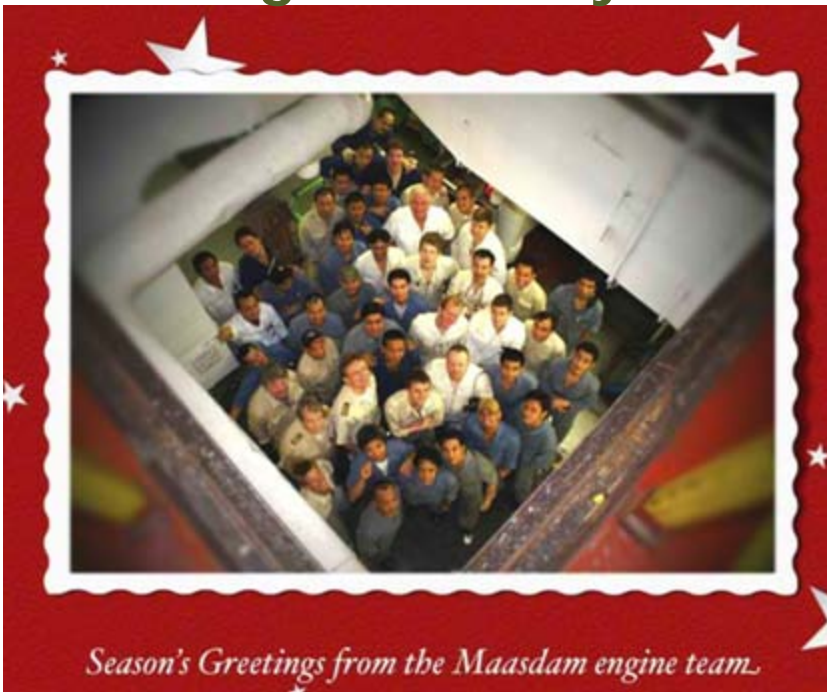


Petty Officer Jim Stevenson donned the red outfit to spread a little Christmas cheer and hand out gifts. But the festive celebrations threatened to turn sour when he broke his ankle. However, Santa remained jolly as he was patched up by medics Chantal Smith and Michelle Trotter.

The navy's ocean survey ship has just completed the opening leg of her current South Atlantic ice deployment. Only a month ago **HMS Scott** left the UK on a cold November morning and after braving storms in the Bay of Biscay, crossed the equator in contrasting tropical conditions. Now in Cape Town, around a third of the ship's company are attempting to catch flights home, but the remaining sailors will be spending Christmas away from family and friends.

The ship's second-in-command Executive Officer, Lieutenant Commander Phillip Newell, who is currently in command of **HMS Scott** while the commanding officer is on leave, said: 'It is always difficult being away from friends and loved ones during the festive period, however Cape Town provides a fantastic back-drop for a much needed rest period before continuing south.' **Scott** is the navy's deep-water survey vessel and is the sixth largest vessel in the fleet. Her size is a consequence of her sonar which is capable of surveying the deepest oceans in continuous lines of up to 400 miles in length. She was commissioned in 1997. The full ship's crew is 78, however the crew rotation system means 52 are on board at any one time. **Source : Portsmouth – The News**

## Russia agrees to buy French helicopter carriers



Russia has agreed to buy two helicopter carriers from a French-led consortium, the French and Russian governments said on Friday, in Moscow's first major foreign arms purchase since the fall of the Soviet Union. Under the long-discussed deal, the Mistral-type amphibious assault ships will be built by French shipyard companies DCNS and STX along with Russia's state-run United Shipbuilding Corporation, known as OSK. Some of France's NATO allies had voiced concern, urging Paris not to sell Moscow high-tech systems that could be used against Russia's former communist neighbors, especially since Russia's brief 2008 war with neighboring Georgia.

Here is some background to the deal:  
The Mistral-class ships can carry up to 16 helicopters such as Russia's Ka-50/52. They also carry landing barges and hovercraft, allowing vehicles, tanks and soldiers to be

taken ashore -- an important capability if Russia had to fight a war similar to the one it waged with Georgia in 2008. The Mistral can carry 450 troops for up to six months, but that number can rise to 700 for shorter periods.



Russia failed to gain control of Georgia's Black Sea coast in its five-day conflict with Tbilisi. It currently depends largely on helicopters and unmanned planes to control its coastal regions on the Baltic and Black Seas. The Mistral will give Moscow much greater command of its coastlines. The Mistral purchase is the first major defense import deal since the fall of the Soviet Union in 1991, showing Russia's need for foreign technology in the sector. The deal was a surprise as Moscow's defense procurement strategy to 2015 did not include construction or purchase of any large combat ships.

One of the main sticking points in Russia's negotiations over the Mistral is whether it will get access to the same technology used on French ships, giving Russia a glimpse of more advanced naval weapons and defense systems. The reputation of the Russian naval defense industry had been tarnished by an Indian order of the Admiral Gorshkov heavy aircraft carrier. Moscow-based defense analysts say Russia has nearly tripled the price and delayed delivery of the carrier by four years since signing the contract in 2004. **Source : Reuters**

## **US notifies sale of Harpoon missiles for Indian Navy**

The US government has notified that country's legislature for a "possible" sale of 21 Harpoon Block II anti-ship missile systems to India under a complete package worth \$200 million (over Rs 900 crore). The Defense Security Cooperation Agency informed the US Congress about the deal that would take place through foreign military sale route and would involve the sale of associated equipment, parts and logistical support. The aircraft-fired missiles are for the maritime patrol and anti-submarine aircraft P-8I purchased by the Indian Navy from US aerospace major Boeing.

Harpoons are all-weather, over the horizon, anti-ship missile systems.

The notification read: "This proposed sale will contribute to the foreign policy and national security of the United States by helping to strengthen the US-India strategic relationship and to improve the security of an important partner which continues to be an important force for political stability, peace, and economic progress in South Asia."

The Indian government has requested a sale of 21 AGM-84L Harpoon Block II Missiles, 5 ATM-84L Harpoon Block II Training Missiles, captive air training missiles, containers, spare and repair parts, support and test equipment, publications and technical documentation, personnel training and training equipment, technical assistance, engineering and logistics support services, and other related elements of logistics support.

India has already purchased Harpoon Block II missiles for integration on the Indian Air Force Jaguar aircraft. Moreover, Pakistan has already purchased 40 air-launched Harpoon Block II missiles. The notification added: "The proposed sale of this equipment and support will not alter the basic military balance in the region."

India purchased eight P-8Is for \$2.13 billion in January 2009. However, the Indian Navy contracted for four additional P-8Is taking the deal past \$3 billion mark, making it the biggest defence deal between India and US so far. Work has begun on the first aircraft and it will be delivered to India by early 2013 after complete testing. P-8I is the variant of the P-8A that Boeing Defense, Space and Security is developing for the US Navy. India is the only customer for the P-8I outside the US.

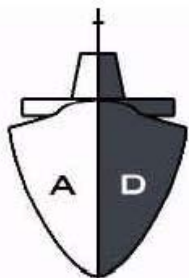


The P-8I, with an operating range of 600 nautical miles, is a multi-mission maritime patrol aircraft and can operate over land or water while performing anti-submarine warfare missions; search and rescue; maritime interdiction; and long-range intelligence, surveillance, target acquisition and reconnaissance.

Armed with torpedoes, depth bombs and Harpoon missiles, apart from being packed with long-range radars and sensors, the P-8Is will also boost its anti-warship and anti-submarine warfare capabilities. **Source : tehelka**

## **SHIPYARD NEWS**

### **ANGLO DUTCH SHIPBROKERS bvba**



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The Damen built **MULTRATUG 3** seen departing from Rotterdam bound for her homeport : Terneuzen.

**Photo : Kees Torn ©**

## Damen hands over cutter suction dredger Amoris



The last week of November saw the hand-over ceremony for the cutter suction dredger **Amoris**. The one-off dredger, built by Damen Dredging Equipment in only 14 months, has now arrived in Antwerp where it will go to work at the SeReAnt contaminated silt treatment facility.

The stationary cutter suction dredger, with its 450 mm discharge diameter, was designed to very specific customer specifications. During the design and building process Damen Dredging Equipment and SeReAnt co-operated closely to integrate all of the requirements into the dredger, which is fitted out with four spuds of which two are placed in spud carriages to ensure a continuous and smooth dredging process.

The heavy duty cutter ladder swings by means of hydraulic cylinders instead of conventional wire winches. The entire dredger, including its dredge pumps, is electrically driven. The dredge pump capacity for both the cutter action as well as the barge unloader is some 3,000m<sup>3</sup>/h.

The fully automated dredger features for instance dredge pump capacity control, swing ladder control, and automated coupling to the shore-based treatment plant. Construction of the dredger was completed in a very short time frame, which was required due to the tight planning of the entire silt processing plant.

All design, dredging components and co-ordination work was carried out by Damen Dredging Equipment. The hull was built at Damen's Polish yard in Kozle. The dredger was completed at Damen's yard in Maaskant Stellendam. After a full programme of dredging tests, **Amoris** recently started work on the Antwerp super project. **Source : Dredging News Online**

## ROUTE, PORTS & SERVICES

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## Vizag port told to cut pollution



The Visakhapatnam port has been urged to take all steps to mechanise and modernise its facilities so that pollution is eliminated and the citizens of the port city can lead happy and healthy lives. The plea was made by several individuals and associations at a public hearing organised by the AP Pollution Control Board on Wednesday in the port on the construction of two more berths at a cost of Rs 636 crore. The projects were awarded to private companies on a design, build, finance, operate and transfer basis.

Mr Ramachandra Rao, the Chief Engineer, said the construction of the two berths, would reduce pollution and the port was also constructing a wall to curb pollution arising out of handling bulk cargoes such as iron ore, coal and fertilisers. He said the port would spend Rs 12 crore on the wall project. Sprinkler systems had also been set up at a cost of Rs 8 crore to check coal dust pollution and plantations were being taken up at

a cost of Rs 50 lakh in the port area. All these steps would minimise pollution, he said. Mr P. Ch. Appa Rao, the president of the AP Mechanised Boat Owners' Association, said the port should build a TB hospital in the town area to treat people suffering from respiratory problems caused by pollution in the port. Mr T. Shankar, the representative of a fishermen's organisation, and several others said the port should be more mindful of public health and hygiene and should take all steps to check pollution. Mr P. Bhaskar, the Joint Collector, presided over the hearing. **Source:** thehindubusinessline

## Cash from Sovkomflot assets sale to be set aside for a new icebreaker

Funds obtained from the sale of a government stake in Sovcomflot will be partly used for building a new icebreaker, Vice-Premier Sergei Ivanov said today at a meeting of the Marine Board of the Russian government, PortNews reported.

"Funds from the sale of part of Sovcomflot shares will be channeled... to the construction of nuclear-powered icebreaker. The decision has been made", Mr. Ivanov said.

OJSC Sovcomflot (Modern Commercial Fleet) is Russia's largest shipping company, one of the world's leading energy carriers, one of the five top tanker companies in the world. The company operates a fleet of 150 vessels with total deadweight of 10,93m tons, it's newbuilds program - 9 vessels with total deadweight of about 0.69 million tons. The average age of the tanker fleet is 6,4 years.



Russian government has planned the sale of 50% (- 1 share) of its stake in Sovcomflot in 2011-2013. By 2015, the government may sell the controlling stake in the company.

Russian fleet of nuclear-powered vessels is operated by Rosatom's Atomflot. There are only five nuclear icebreakers in Russia for operations in the Arctic. Atomflot CEO Vyacheslav Ruksha has repeatedly stated the necessity of developing nuclear icebreakers fleet. According to him, the country needs to build 3 or 4 new double-draft nuclear-powered icebreakers. **Source : PortNews**

## **New Tanker Joins ADNATCO-NGSCO Fleet**

Abu Dhabi National Tanker Company (ADNATCO), which along with National Gas Shipping Company Ltd.(NGSCO) comprises the shipping arm of the ADNOC Group of Companies, has taken delivery of the newly built tanker **M.T. Bani Yas**. This is the second of 15 new vessels to be delivered over the following 10 months. The first of the new fleet **M.V. Shah** was received in October.

Delivered at STX shipyard, Jinhae, South Korea, the 74k Motor Tanker, **M.T. Bani Yas** shall be operated by ADNATCO to trade clean petroleum products for ADNOC and its Group of Companies and the international market.

"The delivery of the vessel comes within the framework of our fleet expansion plan aimed at developing our capacity and optimizing our efficiencies to meet expected operational requirements," said Ali Obaid Al-Yabhouni, General Manager of ADNATCO and NGSCO. "Once we receive the remaining 13 vessels expected to be delivered over the following 10 months, ADNATCO-NGSCO will be one of the major shipping operators in the region and a key employer of UAE Nationals seeking to pursue careers in the shipping industry," he added. ADNATCO-NGSCO which currently operates 16 vessels, eight LNG carriers and eight ships that vary between bulk cargo, chemical products and Ro-Ro vessels, runs an ambitious cadetship program that prepares UAE high school graduates for a long term career and development in a dynamic marine environment. **Source: WAM**



The **HIGHLAND ROVER** seen in arctic conditions from Allseas **SOLITAIRE**, She's riding the waves, ready to go on Touch Down Monitoring at the Nord Stream project in the Gulf of Finland.

**Photo : Arjen Perdok (c)**

## **Indonesia to finish construction of 12 ports**

The Indonesian government plans to complete the construction of 12 ports in 2011, which is 28 fewer than originally planned, according to local media reports. "This is so we can focus our efforts and use the available budget to the optimum," Fadal Muhammed, Minister of Maritime Affairs and Fisheries told local media. According to media reports,

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the minister has allocated \$143 million for the construction of ports located in the Northern, Southern and Eastern parts of Indonesia. **Source:** portworld



Night shot of 136 mtr long **GREEN MAGIC** arriving in the port of Harlingen to load potatoes  
**Photo :** Hessel Buren - [www.tugsalvage.nl](http://www.tugsalvage.nl) (c)

## Chennai Port Trust opens gates 2 and 2A

Bowing to the pressure from trade bodies, the Chennai Port Trust (ChPT) on Wednesday night opened gates 2 and 2A for vehicular movement. A decision to this effect was arrived at a meeting that was attended by the ChPT officials, terminal operators, representatives of drivers and cleaners and local councillor.



It was agreed to keep open the gate 2 for 24 hours to let in smaller and empty vehicles such as trailers, tippers and tankers. Laden container can exit through gates 2 and 2A only during night from 11 p.m. to 5 a.m. A check-post will be created at these two gates to regulate traffic. The operational cost will be borne by the ChPT and terminal operators.

Besides, gate '0' will be used for letting in and letting out laden containers. Exit of coal and general cargoes happens through Gate 10 only during night hours. **Source : The Hindu**



The **ORIANA** seen moored in Hong Kong – **Photo : Leo Varekamp (c)**

## **Nippon Yusen to Triple India Capesize Fleet on Demand for Coal, Iron Ore**

Nippon Yusen K.K., Japan's second- largest operator of dry-bulk ships, plans to more than triple its fleet of capesizes serving India because of demand for coal and iron ore in the world's fastest-growing major steel market. The shipping line expects to have 15 capesizes hauling the commodities to India by 2015, close to the fleet size currently serving China, Kazuo Ogasawara, general manager of its bulker group, said in an interview in Tokyo. The company plans to expand its total capesize fleet to 120 from 95 by 2012-2013. Indian imports of coal may surge nearly seven-fold to 200 million metric tons a year by 2015 as the growing economy drives demand for metal and electricity, Ogasawara said. The nation's steel consumption may also jump 14 percent next year, compared with a 3.5 percent increase in China and a decline in Japan, according the World Steel Association. "Crude steel output in India is set to surpass the level of Japan," Ogasawara said in a Dec. 21 interview. "In addition, electricity demand is coming in." The shipping line is in talks with Indian steelmakers on long-term contracts, Ogasawara said, without elaborating. It currently runs four vessels for Indian customers Tata Steel Ltd. and Tata Power Co. India will likely use 68 million tons of steel next year, compared with 599 million tons in China, the world's largest steel consumer, and 62 million tons in Japan, according to an Oct. 4 estimate by the World Steel Association. New Orders? Nippon Yusen will watch the market and the timing of port projects before deciding whether to place any new orders for ships, Ogasawara said. India needs to triple port capacity by 2020, Shipping Minister G.K. Vasan said at a conference in New Delhi on Dec. 22. Next year, about 200 capesize bulkers will be delivered globally, and capacity may outpace demand, Ogasawara said. Rates to hire capesizes that mostly haul iron ore and coal have dived 43 percent this year to \$21,219 a day, according to the Baltic Exchange in London.

Fleet expansion has driven rents lower even as demand increased. Seaborne trade in coal and iron ore to make steel and generate power will rise 10 percent this year, according to London-based Clarkson Plc, the world's biggest shipbroker. At the same time capesize-fleet capacity will grow 23 percent. Nippon Yusen, also Japan's largest shipping line by sales, fell 1.4 percent to 364 yen as of the 11 a.m. trading break in Tokyo. The stock has gained 28 percent this year. India, the third-largest iron-ore exporter, may also become a net importer, as domestic companies invest in overseas mines to secure adequate supplies, Ogasawara said. NMDC Ltd., India's biggest iron-ore producer, plans to buy a mine in Australia, its first overseas acquisition.

India's Coal Minister Sriprakash Jaiswal also said this week that state-run companies will seek to buy mines in South Africa, Botswana and Mozambique to plug a domestic shortfall. He is due to visit Africa next month. Coal India Ltd., the world's biggest producer of the fuel, and Neyveli Lignite Corp. are among state-owned companies looking for deposits overseas. Jaiswal said local supply may fall short of demand by 83 million metric tons in the year ending March 31. Nippon Yusen said Oct. 29 it expects a profit of 76 billion yen (\$907 million) for the year ending March 31, compared with a previous forecast of 68 billion yen, following a rebound in demand for container shipments to the U.S. and Europe. Tokyo-based Mitsui O.S.K. Lines Ltd., operator of the world's largest merchant fleet, also raised its forecast. The companies also operate car carriers, oil tankers and liquefied natural gas carriers. **Source: Bloomberg**



The tugs **Thorax**, **Tempest** and **Zeus** seen action during the rigmove of the **Noble Ronald Hoope** last week to her new location.

**Photo : Henk Marijs ©**

## **Two Coast Guard stations established in Arabian Sea to safeguard India's interest**

Defence Minister AK Antony on Friday inaugurated two Coast Guard establishments in Lakshadweep in order to strengthen the coastal security in the aftermath of the Mumbai terror attacks and against the backdrop of rising incidents of piracy near the 7,500 km-long Indian coastline in the past few weeks.

The last outpost of the country in the Arabian Sea, Minicoy, got its coastal security surveillance apparatus today. The Defence Minister also concurrently established a new Coast Guard District Headquarters for Lakshadweep at Kavaratti.

The set up at Kavaratti has been named District headquarters No 12 and it will have operational control over a number of ships and aircraft such as Hovercrafts, Fast Patrol Vessels, Interceptor Boats, Helicopter and Fixed Wing Aircraft on the commissioning of planned stations.

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Addressing the personnel and the islanders at Minicoy, Antony said: "We can neglect the seas only at our peril, as the 2008 terror attacks on Mumbai showed." Urging the maritime forces to remain ever vigilant and not to lower their guard at any point of time, he said nations are turning to the seas and oceans for sustenance as natural resources on the land are getting depleted fast.

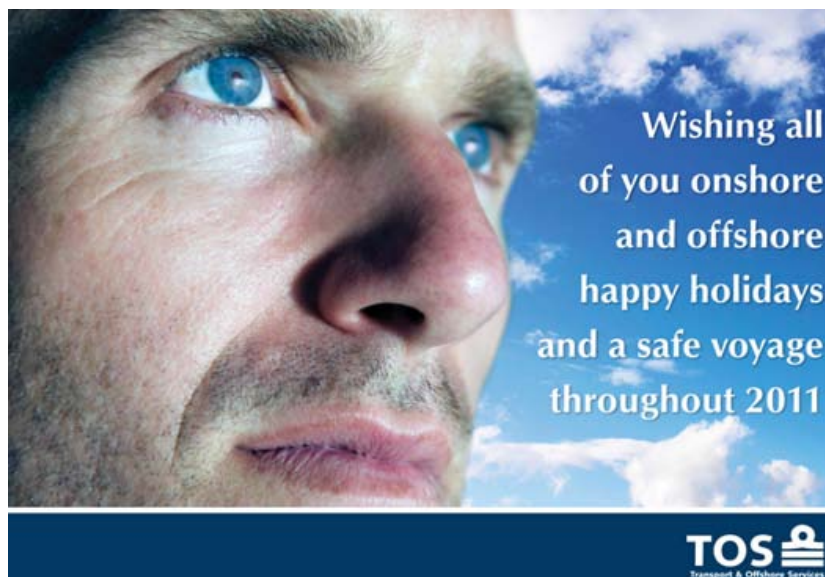
The two new establishments in the strategically located islands will provide the much needed teeth to Coast Guard operations and enhance safety and security of Lakshadweep Islands. They would also facilitate greater synergy between Coast Guard, administration of Lakshadweep and other agencies.

The Indian Coast Guard also plans to set up another Coast Guard Station at Androth next year and an air enclave at Minicoy in 2012. Six radar stations of the Coastal Surveillance Network (CSN) are also being established in the Lakshadweep and Minicoy islands. Antony said the commissioning of the much needed Coast Guard Station at Minicoy has a special relevance due to its proximity to two of the world's busiest shipping lanes. Since the nearest Coast Guard ships and aircraft were based at Kochi, a need for Coast Guard station with a forward airbase at this location was always felt.

He added that "our aim is to create a real-time coastal surveillance system that can be controlled even from remote locations." The Lakshadweep group of islands is also vulnerable to marine pollution as two of the world's busiest Sea lanes of Communication (SLOC) are abounding it. The Eight Degree Channel, which separates the Minicoy island from the Maldives, witnesses maritime traffic of as many as 30-40 ships a day.

On December 7, the Indian Navy had spotted a pirate mother ship in the waters off Lakshadweep Islands and managed to rescue a Thai national, who was thrown into the sea. This was the second incident of piracy in the region this month. Earlier, on December 3, the Indian Navy's guided missile destroyer INS Rajput had apprehended a dhow (a sailing vessel) with 19 foreigners on board in Indian waters off Lakshadweep Islands. The dhow was located in India's Exclusive Economic Zone.

The Indian Navy has deployed ships and maritime patrol aircraft to undertake a comprehensive search in the Eastern part of the Arabian Sea, to locate and disable probable pirate vessels. by Praful Kumar Singh (ANI) – **Source : Sify**







Above seen the tug **THETIS** stand by / assisting during the arrival of the ferry **KING OF SCANDINAVIA** in the port of IJmuiden, in the background are seen the Cornelis Vrolijk operated stern trawlers **Atlantic Princess** and the **Cornelis Vrolijk**.  
Photo : Arjan Rebel ©

## OLDIE – FROM THE SHOEBOX



Svea's 3375 dwt **FENRIS** seen moored in Sundsvall – Photo : Coll. Kees Huisstede

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



The **SMIT MADURA** seen arriving in the port of Cape Town – Photo : Aad Noorland (c)

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