

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 011



Number 011 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Tuesday 11-01-2011**

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Maersk owned KATE MAERSK seen assisted by the Iskes tugs BRENT and GINGER into the IJmuiden locks

Photo : Marcel Coster ©

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The **EMMA MAERSK** seen handled by 6 gantry cranes at the same time in Felixstowe – Photo : Bison ©

Opening expositie werk Pim Korver druk bezocht.

Het **Nationaal Sleepvaart Museum** te Maassluis was het afgelopen zaterdagochtend te klein voor alle belangstellenden die de opening van de expositie "**Ooggetuige**" wilden bijwonen. Vandaar dat het gezelschap voor het officiële gedeelte uitweek naar De Kuiperij, een historisch pand op een afstand van vijf minuten lopen. Naar schatting meer dan 130 mannen en vrouwen waren op de bijeenkomst afgekomen, waaronder familie van **Pim Korver** en maar liefst twee oud-burgemeesters: **Mevrouw J. Sterkenburg** en de **heer J. van Es**. De enige echte burgervader van dit moment: **Koos Karssen** was er ook, alsmede de mannen die vroeger de top van het bergingsbedrijf van Smit Tak uitmaakten. Daaronder de heren **Hans van Rooij**, **Gerrit van Wijk**, **Adri Lokker** en

Klaas J. Reinigert. De laatstgenoemde was gevraagd de tentoonstelling te openen. Daarvoor was hij speciaal uit Schiermonnikoog naar Maassluis gekomen.



Gerrit van Wijk, Klaas Reinigert, Pim Korver, Adri Lokker en Hans van Rooij in het sleepvaart museum
Photo's : Roger van der Kraan ©

De voorzitter van het museum: **Paul van Roijen** heette het gezelschap welkom, waarna **Nico Ouwehand** een toelichting op de expositie gaf. Hij vertelde dat de banden van het museum met **Pim Korver** al meer dan 25 jaar oud zijn. Allereerst heeft Korver altijd belangeloos eraan meegewerkt dat zijn films in het museum vertoond mochten worden. 23 jaar geleden was de fotograaf/cineast voorzitter van de jury die een wedstrijd van maritieme amateurfotografen, uitgeschreven door het sleepvaartmuseum, heeft beoordeeld. Hij koos toen een foto waarvan men niet verwachtte dat hij zou winnen, tot de beste ingezonden plaat. Vanaf het achterdek van een Europoortsleper was een voor de sleepvaart typerende foto gemaakt die het manoeuvreren van een autocarrier door de Calandbrug liet zien. Typerend en daardoor terecht winnaar. De om deze wedstrijd heen gebouwde tentoonstelling werd een succes.



Meer dan 3000 negatieven en dia's van **Pim Korver** werden verleden jaar door de museumstaf bekeken en ingescand. Daaruit is een keuze gemaakt voor de expositie. De teneur van de tentoonstelling is dat Korver eigenlijk bij alle scheepsongevallen, rampen en andere opvallende gebeurtenissen in de sleepvaart en berging gedurende de afgelopen 45 jaar met zijn camera's aanwezig is geweest. Van de zwart/witte opnamen van de stranding van de Vikingbank en de tewaterlating van de **Witte Zee**, tot aan in kleur het verslepen van de grote boorplatforms, de pogingen gestrande tankers vlot te brengen of het

bestrijden van grote tankerbranden aan toe. De meest recente opnamen illustreren op pakkende wijze het opruimen in 2009 van het vele honderden tonnen zware achterschip van de **MSC Napoli** aan de Engelse zuidkust.

Daar werd een speciale film van gemaakt onder de titel "**Mudfight in Lyme Bay**". **Klaas Reinigert**, een van de leidinggevende deskundigen tijdens dat karwei, was degene die als openingshandeling het startsein gaf voor het laten zien van die nooit eerder publiekelijk vertoonde film.

Reinigert, oud directeur van **Smit Tak**, oud voorzitter van de Raad van Toezicht van het museum en bergingsdeskundige bij uitstek hield een nostalgische speech waarin hij de persoonlijke banden met Korver aanhaalde en de deskundigheid van de cineast prees. De film "**March 6, 1987**" werd als een van de hoogtepunten van Korver's oeuvre naar voren gebracht. Die film laat zien hoe destijds de berging van de bij Zeebrugge gekapseisde veerboot **Herald of Free Enterprise** verliep. **Pim Korver** mocht als enige aan boord filmen en fotograferen. Na het rechtzetten van het wrak heeft hij daar nogal wat stoffelijke resten van mensen gezien. Hij heeft die, ondanks door diverse tijdschriften geboden hoge bedragen, niet gefotografeerd. Zo waren de afspraken en zo hoort het. De film zou overigens in eerste instantie "**Zeebrugge disaster**" heten. Maar daar waren de autoriteiten van die havenplaats het niet helemaal mee eens.



Pim en Mary bekijken het model van de **SEANEAST** – foto : **Kees Koree** ©

Een verrassing voor Pim en diens twee dochters was een model van het zeevarende fotolaboratorium **Seaneast** van Korver, dat op het laatste moment in de expositie was ingepast. Het haalde herinneringen aan oude tijden naar boven. Korver had tenslotte zelf nog twee verrassingen in petto voor de bemanning van het museum: Een schildje van zijn boot met hilarische tekst en een fles geestrijk vocht voor alle geleverde inspanningen die tot een sfeervolle, instructieve en voor de cineast typerende tentoonstelling hebben geleid. Het statement van **Reinigert** dat **Pim Korver** door zijn in jaren opgebouwde ervaring zelf ook een beetje bergingsdeskundige is geworden kan alleen maar worden onderschreven.



The **VIBRANT CURIOSITY** seen arriving in Willemstad (Curacao)

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

A weak economical recovery and flurry of new ships to dampen shipping rates in 2011

As 2010 ended, concerns about most shipping industry's segments began mounting with evidence of a weak economical recovery further deteriorating hopes of a swift recovery of freight rates. According to BIMCO's newest analysis from Peter Sand, global recovery is now appearing to be losing momentum, as the macroeconomic drivers behind the economic recovery, such as giant stimulus packages, are being phased out and traditional concerns about inflation, deflation and economic overheating are challenging national and international economists. This coupled with a mountain of new ships arriving this year as well, don't mean good times for ship owners across the board. "All of the main shipping segments, be it dry bulkers, tankers or container ships are facing a wall of new ships to be delivered in 2011. This comes back-to-back to the biggest delivery year ever, 2010. The dry bulk segment is forecast to be hit the most, as BIMCO predicts that the fleet will grow by as much as 14% in 2011. For tankers and containerships the fleet is forecast to grow not less than 8%.

Supply growth in all segments is biased toward the bigger ships, which is illustrated by the ratio: order book to active fleet. This ratio for Capesize vessels — which are the largest dry bulk ships — is 67%. For Very Large Crude Carriers the ratio is 38%, while large container ships that are able to carry more than 8,000 TEU have a ratio of 95%. Normally, this ratio is around 20% for bulker and tanker fleets and around 30% for the container ship fleet. Despite healthy demand growth forecasts across the board, the main short- and medium term challenge for the industry remains oversupply of tonnage" said Peter Sand. When it comes to dry bulk shipping, once more it's all in the hands of China. "For 2011, total dry bulk demand is forecast to grow by 7%, slowing down from the demand hike of 9% in 2010. The solid demand picture in a relatively stable market has seen owners returning to the yards to sign many new

contracts. This happens only a year after owners ran to the yards to renegotiate all contracts in order to avoid receiving the vessels that were already on order.

A new Capesize vessel was launched every second day during 2010 and this is expected to continue in 2011 and 2012. Even with dry bulk demand from the US and Europe to supplement the demand from China, the fundamental balance between supply and demand – in particular the Capesize segment – is about to stay “in favour of charterers” for the coming years. This is a result of the industry’s buying spree two years ago before the financial crisis severely slashed sea trade.

Going forward, the dry bulk market will continue its heavy reliance on Chinese demand: a demand that has been so strong in 2009 and 2010 that trade balances have been skewed more than normal and congestion in ports located in the main loading and discharge areas has been severe. The velocities of the Capesize freight rates movements are expected to continue going into 2011. Meanwhile, the smaller segments are predicted to be in more smooth waters than the bigger vessel types, as the inflow of new tonnage in these segments is less dramatic and the commodities which they transport are more diversified” concluded Mr. Sand. As for tankers, the analysis states that demand in the Eastern hemisphere has proved solid, with China emerging as a large importer of crude oil. The overall trend is clear; it is very positive that Asian demand has grown and will continue to grow, but the oil thirst in the East is not strong enough to offset the lower consumption in the West. This is due to fewer tonnes-miles. “While the winter markets could prove to be a pause for breath for tankers in the short run, it seems likely that tanker freight rates will remain a bit under the weather in 2011. For 2011, the crude segment remains the better half of tanker shipping as the product segments are still heavily affected by the weak demand from the main consuming areas, as well as oversupply. When Western demand growth eventually returns, tanker demand will look strong again as Eastern demand is unlikely to slow down any time soon. Whether the strong tanker demand will also give higher rates is also dependent on the fleet development. However, the underlying trend is more challenging for crude oil tankers than product oil tankers. The business is developing towards higher growth in oil products transports than crude oil transports, as refineries have been and are being built closer to the oil well today than 20 years ago” said BIMCO. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**



The **RWS 70** and the pilot tender **GEMINI** at the Westerscheldt River – **Photo : Ed Vroon ©**

European seafarer: RIP?

Deaths can, as an American author famously experienced, be prematurely announced and obituaries often written while their subjects are still in the land of the living. So the idea now gaining ground that the European seafarer is now

on his or her deathbed might too be a false rumour, but if the subject is a certain kind of European the stories may be more credible.

Last month the head of fleet personnel at a leading shipmanager told a conference in Manila the current crisis had “killed off the north European seafarer”. At about the same time a poll on the website of Nautilus, the Anglo-Dutch officers’ (north European) union, resulted in a small majority (58% of 158 replies) answering in the negative to the question “Does the European seafarer have a long-term future?” The distinction made by the shipmanager (a north European himself) is important. “European” can cover a wide range of nationalities: from Irish in the West to Russian in the East and from Icelanders in the North to Maltese in the South. In the context of shipping “North European” refers to “traditional maritime countries” such as the UK, Germany, The Netherlands, as well as those in Scandinavia. Over the last 20 years seafarers from eastern and central Europe, including the Baltic States, have been increasingly employed by ship owners mainly but not exclusively in western and northern Europe, including Scandinavia. Poles, Russians and Ukrainians – all Europeans – are among the top nationalities in today’s crew lists from which the North Europeans are forecast to disappear. With the exception of some domestic trades and specialist trades such as liquefied natural gas carriers, however, the manning of the world fleet will, according to the shipmanager, be dominated by nationalities from Asia, with China, The Philippines and India the main suppliers of labour.

The main reasons for the dwindling numbers of North European seafarers are by now familiar: earlier crises such as those of the 1970s and 1980s resulted in the loss of competitiveness that forced their employers to turn to new and cheaper sources; and the fading attraction of a seagoing career to young northwest Europeans. Efforts – half-hearted, some might say – to reverse the decline by governments individually and through the European Union (EU) have had limited success. The current economic crisis, bigger than those before, has seen shipping companies aggressively cutting costs and replacing north Europeans with Asians. Last year, for example, sea-based workers’ remittances sent from Europe to The Philippines almost doubled to USD 1.1 billion. The evidence pointing to terminal decline, however, is not conclusive. Earlier this year a survey of countries in the European Economic Area (the EU plus Norway, Liechtenstein and Iceland) suggested European officer numbers had, in fact, increased by 5% over the previous five years. The rise, unexpected perhaps, was attributed to improved recruitment tactics and higher investment in training. The report, commissioned by the European Community Shipowners Association (ECSA), however, warned that the increase could be reversed as a result of the ageing of the workforce, many of whom are close to retirement. Last year the UK noted that 65% of its 11,400 certificated and active-at-sea officers were over 40 years old, with the figure for the 10,400 deck and engineroom ratings higher at 72%. The EEA controls almost 42% of the world fleet in gross tonnage terms (almost 23% registered in EEA countries) and, according to ECSA, its shipping industry provides, in addition to 126,000 jobs ashore, 470,000 jobs at sea but only 165,000 or just over a third are held by EEA nationals. Similarly, the recently published update of the BIMCO/ISF manpower survey suggests that the number of officers from Organisation for Economic Co-operation and Development (OECD) countries, including most of Europe, has increased significantly to 184,000 or almost 30% of the world total of 624,000. While the rise in numbers, now based on holders on STCW certificates, may be due to increased training, the latest report cautions that certificate-holders may include those who are no longer active at sea (working ashore, for example). The report is based mainly on country-supplied data but also includes figures based on responses from around 100 companies: these put the number of OECD officers at less than 10% of the total. The caveat here is that the companies responding may not be fully representative of all those employing OECD officers.

The BIMCO/ISF report also warns that, while the decline in the number of OECD officers may have been temporarily halted, demographic trends and the 10 years it can take to produce a senior officer mean it is likely the trend to source from the Indian subcontinent and the Far East will continue. With European governments distracted by more pressing issues, it will take loud voices to remind them of the implications of a decline in the number of their seafarers. These have already been spelled out but will no doubt be stressed again by the European Commission’s taskforce under Sir Robert Coleman when it reports next year: the dangers of over-reliance on non-European seafarers in manning not just European-flag ships but ships of any flag carrying European trade, including imports of vital energy supplies; and the gradual loss of maritime skills. As ECSA has acknowledged, however, any government action will be influenced by the need to maintain the competitiveness of European shipping. Balancing strategic and economic needs, particularly in a time of both austerity and geopolitical uncertainty, will be a challenging task. With government spending being ruthlessly cut, any support for training and employing nationals at sea will be difficult to justify. European seafarers, like their counterparts in other OECD countries, will be increasingly at the mercy of forces beyond their control. Even if their governments are able to produce policies that help recruitment and training, decisions already taken by European

companies to increase their reliance on non-OECD officers will be difficult to reverse. Reports of the death of the European seafarer may be greatly exaggerated but the patient is clearly in need of intensive care. **Source: BIMCO**

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The American tug **PACIFIC FREEDOM**, tied to the oil barge **SASANOA**, in Burrard Inlet, Vancouver, B.C.
January 9, 2011 - **Photo : Mike Zelt ©**

Kongsberg aids STC upgrade

Dutch training establishment STC-Group has signed a contract with Kongsberg to supply extensive upgrades to its large suite of simulators. The contract consists of sophisticated extensions and upgrades to the group's Kongsberg Maritime full mission and part task ship's bridge simulators and its full mission engine room simulator. A complete upgrade of the group's classroom set of 15 desktop cargo handling simulators and 15 desktop engine room simulators including instructor stations for both classrooms is also included in the delivery, in addition to new ship and engine models for the different simulators.

STC-Group will also upgrade its current chemical, LPG and crude cargo handling simulator for its classroom configuration and in response to developments in the Port of Rotterdam, the group has also purchased a sophisticated new LNG cargo handling simulator as part of the contract with Kongsberg.

While providing the tools to transform STC-Group's simulator park into one of the most advanced anywhere in the world, the new simulators will also make it possible to continue to meet the standards set for DNV certification and to comply with the Dutch Inspectorate and the competencies required by the revised STCW, the academy said. "The contract is a part of the European Transport Academy project partly financed with subsidy from the European Regional

Development Fund," explained Erik Hietbrink, chairman, STC-Group. "As a major education and training institute, STC-Group evaluates on a regular basis the market for various simulator applications and it appears that no supplier is close to offer the fidelity and realism as found in Kongsberg Maritime simulation models," he added. Harald Klucken, Kongsberg Maritime's area sales manager said: "We are delighted to be able to continue our close working relationship with STC-Group with this new installation and are confident it will benefit from some of our most recent simulator developments, including integration between engine room and ship's bridge, touch screen technology and 3D engine room models." **Source: Tanker Operator**



Another action shot of the KNRM lifeboat **DE REDDER** as seen offshore Scheveningen - **Photo : Bert Berlagen ©**

Baltic Dry Index falls on bearish outlook

The Baltic Dry Index (BDI), which has been falling since mid-December, is expected to be under pressure going forward as a new supply of vessels are delivered over the next one to one-and-a-half years. Industry observers expect the availability of new vessels to further place downward pressure on freight rates of dry bulk commodities as the pace of global growth slowed, affecting demand.

"This will surely have an impact on rates because we're seeing more vessels coming onstream. "There needs to be a higher cancellation of orders," an analyst with a foreign brokerage told StarBiz. The BDI, which tracks transportation costs of major raw materials by sea, tumbled 4.75% to 1,544 on Thursday.

However, reports show that the oversupply situation would likely persist into this year and possibly into the next, on a demand-supply imbalance and the lower rate of the scrapping of old vessels over the past year. The drop in the BDI is also caused by shutdowns of coal and iron ore mines in Queensland, Australia. However, that is seen as a temporary phenomenon. "While the flooding in Australia has affected shipping rates since there is fewer cargo to be transported, this is only temporary. "What's of more concern in the long term is the oversupply of vessels," an analyst pointed out. According to Bloomberg, quoting data from shipbroker Clarkson plc, coal and iron ore made up 58% of all dry bulk goods transported in 2010.

Freight Investor Services research director Peter Norfolk told Bloomberg that the drop in coal cargo "has probably taken a chunk out, for the time being, in terms of fixture activity". "Unless we see a massive ramp-up of iron ore demand, in the meantime, the short term outlook for rates looks fairly weak," he added. "This could still happen if demand from China, expected to remain steady this year, accelerates." According to a Reuters report, enquiries from Chinese buyers have increased on concern that floods in Australia might also disrupt iron ore shipments. The report,

citing industry observers, said this could be due also to sustained demand from Chinese steel mills ahead of the Lunar New Year next month, amid a tight supply situation mainly caused by the Queensland floodings. **Source : The Star**



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Police to resume investigation into cruise ship death

Police resumed Monday morning their investigation into the death of a cruise ship crew member during a lifeboat exercise in Lyttelton Harbour. Two men fell into the water from the **MS Volendam** on Saturday, after a cable snapped on the lifeboat.

The body of a 29-year-old Indonesian man was found in the water that evening; he was not wearing a lifejacket. Police are examining the lifeboat and will be looking at what caused the rope to snap, as sea conditions did not play a part **Source : 3news**



The salvage support vessel **TTB SALVOR** seen anchored off Singapore - **Photo : Piet Sinke ©**

Seafarer dies and Captain missing in Japan tanker sinking

One crew member died and the master is missing from a small Japanese chemical tanker that sank on Sunday. The 499 tonne Seiyoh capsized in the Sea of Japan with a crew of five onboard, according to local reports. Four crew members were rescued and taken to a hospital in Niigata, however the chief engineer died from a heart attack. The Japan Coast Guard launched a search for the captain who is missing following the sinking. **Source : Seatrade Asia**

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Indo-French naval exercise to help anti-piracy operations

Indo-French naval exercise '**Varuna**' entered its second day Saturday, even as both Indian and French navies said the joint exercise could help combat global anti-piracy effectively. 'The exercises include the entire gamut of maritime operations ranging from aircraft carrier operations, anti-submarine warfare exercises and maritime interdiction operations exercises,' Rear Admiral Jean Louis Kerignard, commander of French Maritime Force, told reporters at a press conference on board India's only aircraft carrier, the **INS Viraat**.



'Such exercises really help during joint anti-piracy operations or humanitarian missions,' he added.

The naval exercises which commenced Friday and will last till Jan 14, are being conducted off the coast of Goa, with aircraft carriers, destroyers, frigates, submarines and tankers from both the navies participating.

A total of 300 officers and nearly 1,500 sailors are engaged in the exercise.

The French navy's aircraft carrier **Charles de Gaulle** is also participating in the exercise, along with the newly-inducted destroyer **FNS Forbin**.

'This is **FNS Forbin's** first deployment. It has just been inducted,' Kerignard said. He further said that the French contingent also contained its early early warning aircraft, and other ships like **FNS Tourville**, supply ship **FNS Meuse** and a nuclear powered submarine **FNS Amethyste**.

For India, **Viraat**, frigates **Godavari** and **Ganga** and a Shishumar class submarine **Shalki** are participating, said Rear Admiral R.K. Patnaik, the flag officer commanding of India's western fleet. 'The Indian and the French Navy have been conducting such bilateral exercises since May 1993. Such exercises are in the long-term interest of both nations,' he added. **Source : Sify**

Overhaul prepares Pakistani frigate for sea

When a U.S. Navy ship leaves the fleet upon decommissioning, it often finds a new career with allied navies.

The **ex-USS McInerney (FFG 8)**—the second ship of the Oliver Hazard Perry class to be commissioned and more than 30 years old—is now the PNS Alamgir in the Pakistani Navy.

VSE Corporation is the prime contractor, with the work performed at BAE Systems Southeast Division (formerly Atlantic Marine Florida) in Jacksonville, Florida. "She'll get a substantial overhaul to her systems. She has a considerable amount of future service life ahead of her," says Bob Gronenberg, the deputy program manager for ship transfers for Naval Sea Systems Command (NAVSEA) in Washington, DC, the executing agency of Foreign Military Sales (FMS) ship transfers.

Necessary repairs and upgrades are accomplished in the U.S. In fact the law requires that the turnover must be conducted in the U.S, and the receiving country must pay all costs, but foreign military aid funds can be applied to FMS transfers. VSE is often called upon to provide foreign crew support, including messing and berthing until the ship is ready for crew move aboard and the crew is self sustaining. "VSE also manages efficient and responsive post-transfer, follow-on technical support and logistics chains that supply technical assistance and material to recipients of former USN ships to sustain those ships and systems," says Karl Dinkler, vice president for the GLOBAL Division of VSE's International Group. "We stay engaged. The transfer is just the first piece."

The VSE Ship Transfer Assistance Team (STAT) will provide tailored training to prepare the foreign crew to operate their ship. "This training can consist of classroom sessions, on-the-job training and culminates in a light off assessment and at sea exercises modeled after those employed by the US Navy's Afloat Training Group," says Dinkler.

With the commissioning of **Alamgir** on Aug 31, 2010, Pakistan becomes ninth navy to operate Oliver Hazard Perry-class frigates, joining Bahrain, Egypt, Poland, Turkey, Australia, Spain, Taiwan and the U.S. Navy. Dinkler says that of the 43 ships that VSE has transferred since 1995, all but one (which was transferred as a logistics asset) is still in service. Dave Wright leads the VSE prime contractor team in Jacksonville, which oversees logistics, industrial work and training. "We qualify the crew in firefighting and damage control, PMS and 3-M, and we train to U.S. Navy PQS standards," he says.

Although VSE has conducted numerous transfers, Wright says the process is dynamic, and evolving. "We have a diverse customer base. Each foreign navy has their desires, needs and wants. The basic process is the same, but the methodology has evolved. We've transferred FFGs before, so we didn't have to reinvent the wheel with this one. A lot of the work done for one ship is the same as the next." The extent of the overhaul is dependent on the initial inspection, says Wright. "There are always surprises," he says. "We're prepared for that."

Work was extensive on most equipment, VSE's Ken Boone says. All four diesels were removed from the ship and received a complete overhaul. AC units and reefers were overhauled. A completely new, state of the art, navigation suite was installed. The SQS-56 sonar was completely overhauled, including changing to a composite dome. The bridge was completely overhauled and upgraded. A VIP cabin was designed and installed. All shafting was removed

and renovated, the controllable pitch propeller system overhauled. Fuel oil tanks and voids were cleaned, inspected, repaired and painted. All sea valves were removed and either repaired or replaced."

"Virtually every pump was opened and inspected and 80 percent being overhauled as a result of those inspections. NR3 Switchboard was completely overhauled. All breakers for equipment that was worked on were inspected and cleaned and, when required, repaired. All ventilation fans/motors were inspected and approximately 50 percent overhauled as a result of that inspection. The windlass was overhauled. The boat davit was completely overhauled."

"The ship came off the dock in late November, the crew moved aboard in December and we are working up for Sea Trials in the next 10 days or so," says Boone. "We're looking at sail away on Feb. 11." **Source : Maritime Propulsion**

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New building hull for Wagenborg seen at Niestern Sander in Farsum - **Photo : Daniëlla Vermeer ©**

SHI aims for \$13bn sales in 2011

Korea-based Samsung Heavy Industry (SHI) expects to make a new highest sales record in 2011, passing its sales target of KRW13trn (\$12bn). The company saw a consecutive drop in sales until the second quarter of last year.

Sung Ki-jong, researcher of Daewoo Securities, said, "Samsung retains the world-class technology in the drillship field based on its abundant building experiences. It is now expanding its investment into the new growth business, wind turbine project, besides various kinds of offshore businesses." "Also, Samsung has won new orders for new concept specialized ships of LNG-FPSOs for the first time in the world, leading the specialized ship market. LNG-related new concept specialized vessels seem enough to become a long-term growth engine," he added. Meanwhile, another shipbuilding giant in Korea, Daewoo Shipbuilding & Marine Engineering is seen to achieve KRW12trn (US\$11bn) in sales this year. **Source : Seatrade Asia**

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The **MAERSK BORNEO** seen moored in Amsterdam – Photo : Erwin Willemse ©

Chinese company wins Sri Lankan port deal

Port World reports that China Communications Construction Co Ltd has entered into an agreement with the Sri Lanka Port Authority to complete the second-phase of a development project at the Port of Hambantota. The contract, estimated to be worth over US\$810 million, covers the design, procurement and construction relating to the second-phase of the port's current infrastructural construction project. The second-phase is expected to be completed in 36 months.

According to local media reports, the contract states that China Harbour Engineering Company will build four 100,000 container berths, a single 100,000 oil wharf and two 30,000 feeder berths. These will form a 490,000m2 harbour basin that the second-phase and the third-phase projects share, a man-made offshore island as well as a 400,000m2 road and storage yard. Following completion of the project, the port will overshadow Colombo Port in overall capacity.

Source : Dredging News Online

SMIT-LLOYD 120 CLASS



Photo top : The **SMIT-LLOYD 120** seen leaving the drydock in Singapore in yesteryears – Photo : Piet Sinke ©



Once the proud of the **SMIT-LLOYD** fleet in Rotterdam, the 63.4 mtr long **120-class** vessels, from which 4 units were built at the De Waal shipyard in Zaltbommel (Netherlands), **Jan de**

Bokx who was in Kuala Linggi (Malaysia) last weekend spotted 3 out of the 4 units built, laid up there, the **IOS CAPTAIN** (ex Smit Lloyd 122, **Salviceroy**, **Boa Captain**, **Havila Captain**) on the right top the **IOS CHAMPION** (ex Smit Lloyd 123, **Jaya 123**, **Boa Champion**, **Havila**

Champion, **Bourbon Champion**, **Petra I**) and left top seen the red vessel (in the middle at the photo) the **IOS GLORY** (ex Smit Lloyd 121) The AHTS which were built in the early eighties are powered by 2 x Stork Werkspoor engines with a total output of 10.000 hp for 120 ton Bollard Pull.

Essar Shipping to invest \$1 billion in fleet expansion

Essar Shipping Ports and Logistics Ltd (ESPLL) is in the process of investing \$1.1 billion to acquire 12 new vessels and two jack-up rigs in the next two years, despite projections of another year of choppy freight market in 2011-12. "There will be over supply of ships next fiscal, which will dampen the freight market. But our medium to long term projections of the freight market are positive and we feel this is the right time to acquire assets," Mr Rajiv Agarwal, Chief Executive Officer and Managing Director, told Business Line. This fiscal, the company is acquiring two cape size vessels at a cost of \$20 million each, one of which has already been received and the second expected to join Essar's fleet next month. ESPLL is in the process of demerging its ports and shipping businesses into two separate entities. While the existing company will be renamed Essar Ports, the new entity, Essar Shipping, which will handle its shipping, oilfield services and logistics businesses, is expected to get listed a month after the demerger process is completed by February.

"We have on order six new mini-cape size vessels and six supramax dry bulk carriers, which will be delivered from next fiscal. The six supramax ships are already contracted on time charter at \$19,000 a day to import coal for Essar Power and the six mini-cape sizes will be deployed to import iron ore for Essar Steel," Mr Agarwal said. The company, which operates a fleet of 26 vessels, including two tankers, with a total tonnage of 1.4 million DWT, is expecting revenues of about Rs 2,700 crore from its shipping business this fiscal, an increase of about 30 per cent from last fiscal. Its shipping business derives about 38 per cent of its revenues from Essar group companies and the remaining from third party charters. With the acquisitions, the share of revenue from group companies is expected to nudge up to 59 per cent next fiscal.

"We do not have exposure to the spot market, focussing entirely on long term charter to cushion our fleet from the cyclical movement of the freight market," Mr Agarwal said. In the oilfield services division, the company owns a fleet of 13 drilling rigs, including one semi-submersible rig. Two jack-up rigs worth about \$480 million are on order with ABG Shipyard, the country's largest private shipbuilding yard. **Source: Hindu Business Line**



The **HANJIN PRETORIA** seen in the port of Singapore yesterday – **Photo : Piet Sinke ©**

Japanese shipping trio diverge on prospects

The big three Japanese shipping and logistics companies have an unusual level of divergence in their New Year messages, with Mitsui OSK Lines striking a more optimistic note for the future of the shipping sector than either NYK or K-Line Koichi Muto, President of Mitsui OSK contrasted the pessimism seen in the middle of 2010 with the results achieved by the beginning of this year. Due in great part to the effectiveness of the company's cost control measures he said that Mitsui OSK now projected, "...consolidated ordinary income for fiscal 2010, the first year of the plan, to be

much higher than the planned target of ¥100bn". This performance was driven by the container shipping business of Mitsui OSK despite an environment of increasing costs.

In contrast, NYK's President, Yasumi Kudo, predicted a gloomier future. Seeing growth rates of 5% for the routes from Asia Pacific to western markets and the "two-digit" growth of intra-Asian markets, NYK predicted a global growth rate of 7-8% in 2011 and 2012. However, the company also predicted an annual growth in container capacity for the same two years to be roughly 10%, as a result of the completion of numerous outstanding orders for new containerships. As a consequence of this excess of supply over demand, profits in the second half of the Financial Year 2010 will fall to around half of those seen in the first half. This is despite strength in other areas of NYK's business such as car carriers and freight forwarding.

The perspective from 'K' Lines was similar to that of NYK. Kenichi Kuroya, 'K' Lines' CEO, admitted that the recovery from the depth of the recession had been impressive and that much of the laid-up shipping tonnage had been put back into circulation. Yet in terms of the company's immediate prospects he observed that, "At the time of announcement of financial results for the 2nd quarter, our projections for the entire year were operating revenues of ¥985bn, ordinary income of ¥55bn, and net income of ¥32bn, but our projection for ordinary income in the second half is ¥12.2bn, nearly the same as the ¥12bn predicted at the time of announcement of financial results for the 1st quarter. This indicates that the business environment is not at all optimistic." In part the difference is one of tone. Mitsui OSK is looking at its recent record as an inspiration to performance where as 'K' Lines and NYK are looking at market fundamentals. None-the-less, the underlying lack of confidence is notable, not least as all three companies have considerable resources both in shipping and other areas of logistics. **Source: Transport Intelligence**



The **NARIVA** sailed from QEII Dock Eastham bound for the Caribbean – **Photo : Simon Smith ©**

Guam coral dredging plan arouses anger

Associated Press reports that a US Navy plan to dredge dozens of acres of coral to make way for a new aircraft carrier berth on the small US Pacific territory of Guam is triggering an outcry among locals concerned the move will wipe out important marine life and a valuable part of the island's livelihood and culture.

The US Navy wants the berth because its aircraft carriers are spending more time in the western Pacific as the US provides a deterrent to North Korea and monitors the rapid growth and modernization of China's military.

But Guam's fishermen are worried the dredging will hurt fish stocks and harm their ability to catch fish to feed their families. Others worry the tourism industry will suffer as the dredging hurts coral visited by scuba divers and submarine tours. Federal agencies have told the Navy they're concerned about the large scale impact the plan would have.

"They're saying 'We're going to destroy 70 acres of an irreplaceable natural resource of yours,'" said Cara Flores-Mays, an active leader of the group We Are Guahan, an organization that is criticizing the coral dredging plan and other aspects of the military's buildup on Guam. "This is a place that sustains life. It helps us to continue our cultural practices, it enables our economy to flourish."

AP said the US Navy has narrowed down its potential locations for the berth to two spots right next to each other inside Apra Harbor, the 212-square mile island's only deep water port. The US Navy will also need a basin for the carriers - each over 1,000 feet long - to turn around in, which will require some dredging. **Source : Dredging News Online**



The **MSC MAGNIFICA** seen moored in Istanbul – **Photo : Ed Barten ©**

Hapag-Lloyd joins Hamburg Sud to add Jeddah to IOS or ELIP loop

GERMAN carrier Hapag-Lloyd has announced it will work with Hamburg Sud to add calls at Saudi Arabian Red Sea port of Jeddah in both directions of an Indian subcontinent, Mideast, Europe service from January 23. This service is coded

"IOS" by Hapag-Lloyd or "ELIP" by Hamburg Sud, which will call at Hamburg, Tilbury, Antwerp, Tanjiers, Cagliari, Jeddah, Jebel Ali, Karachi, Nhava Sheva, Mundra, Jeddah, Cagliari and back to Hamburg.

It is run with seven ships, including five from Hapag-Lloyd and two from Hamburg Sud with an average capacity of 4,255 TEU, reports American Shipper. Dubai's United Arab Shipping Company (UASC) is reported to be a slot buyer on this service. **Source : Schednet**

OFFSHORE SOLUTIONS COMMENCES OFFSHORE OPERATIONS IN QATAR FOR WORLD'S LARGEST GTL PLANT

Offshore Solutions B.V. (OSBV), the joint venture between AMEC and Cofely Nederland N.V., has commenced operations of its Offshore Access System (OAS) to support personnel transfer to and from the offshore component of the Pearl Gas to Liquids (GTL) project in Qatar.



Pearl GTL, the world's largest GTL plant, is being jointly developed by Qatar Petroleum (QP) and Shell. OSBV, which completed sea trials in December, was awarded the contract by Qatar Shell GTL Ltd for three years, with an option to extend the contract for a further two years. This is the first GTL facility that OSBV has supported.

The OAS is fitted onboard the Bourbon Gulf Star, a DP2, IBC* Type 2 platform supply vessel that will be used to transfer personnel to and from the plant's two wellhead platforms to execute

operations and maintenance work. The OAS will remain connected when personnel are onboard the platforms.

The contract was awarded based on the OAS' proven technology, safety record and the potential to increase operational efficiency. Operating since early 2006, the company has achieved over 5,500 operational connections and in excess of 67,000 personnel transfers without any safety or environmental incidents.

OSBV's managing director, Lindsay Young said: "We are very pleased to start work in The Gulf for Qatar Shell GTL Ltd. We appreciate the opportunity they have created for us to demonstrate the OAS capability in the region and are confident that our system will support the excellent safety performance of the project."

Griend brengt Jachtig binnen.

Zondag 9 januari om 16.59 uur werd de bemanning van de **Griend** van KNRM station Ouddorp binnen, door het Kustwacht Centrum gealarmeerd voor een open wedstrijd zeilboot die zonder brandstof waren komen te zitten in de Geul van Ossehoek op de Grevelingen.

Omdat zij ook geen zeilen aan boord hadden zijn ze voor anker gegaan en hebben telefonisch de hulp ingeroepen van het Kustwacht Centrum. Met de **Griend** werd ter plaatse gegaan naar de zeilboot **Jachtig** van 8 meter lengte en met 2 personen aan boord. Er werd een sleepverbinding gemaakt en het bootje werd afgeleverd in hun thuishaven Port Zelande. Hierna keerde de reddingboot terug naar station.

Israeli port strike ends with 6pc wage increase

ISRAELI dockers have ended their near week-long strike after the union and the government agreed to a six per cent pay increase over two years, reports Bloomberg. "This is a fair agreement for both sides," Histadrut union negotiator Avi Nissenkoren said in a statement.

According to the agreement, most port employees will have three per cent wage increase in both years of the new contract. Also, the junior staff, who were employed as late as 2005 will get an extra five per cent over the two-year period, amounting to an 11 per cent increase, Israeli finance ministry spokesman Shlomi Shefer told Bloomberg. The nation's 2,500 dock workers in the ports of Haifa, Ashdod and Eilat kicked off the industrial action on January 3 after having a deadlock in wage negotiations with the government.

Exports account for nearly 50 per cent the country's GDP. Israel's economy grew 4.5 per cent last year, which was partly attributed to a 12.6 per cent increase in exports. **Source : Schednet**

OLDIE – FROM THE SHOEBOX



The former Dutch coaster **EMPIRE** above seen as the Greek **MARIKA**. She just left Rhodes Harbour, nearly dead in the water and waited to debark the pilot, it was on 8 November 1997. The **EMPIRE** was built in 1967 for J. & D. Damhof, Delfzijl. Built by NV Scheepswerf & Reparatie Bedrijf Gebr. Sander, Delfzijl, Holland as yard nr 233, IMO 6713752.

Her career after **EMPIRE** was as follows: **1982 PIET HEIN (NL); 1986 KATERINE W (Honduras); 1988 AQUA SUN (St.Vincent); 1989 OLGA TZELLA (St.Vincent); 1990 ELLI (Greece); 1992 MARIKA P (Greece); 1997 MARIKA (Greece); 1997 KAPETANIKOLIS (Greece); 2005 KAPETANIKOLAS; 2006** last report: still in service.

An impressive list of owners. **Photo : Capt. Frank Haalmeijer ©**

.... PHOTO OF THE DAY



The workdeck of the **THIALF** with the two giant cranes - Photo : Lourens Visser ©

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