

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 294



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

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Above one for the 3rd mates superintendents: How to keep your lifeboats looking neat and tidy. Simply wrap them in plastic. A picture of the SEA LAVENDER's lifeboat. The vessel was entering Takoradi and waiting for pilot.

Photo : Grant Bairstow ©

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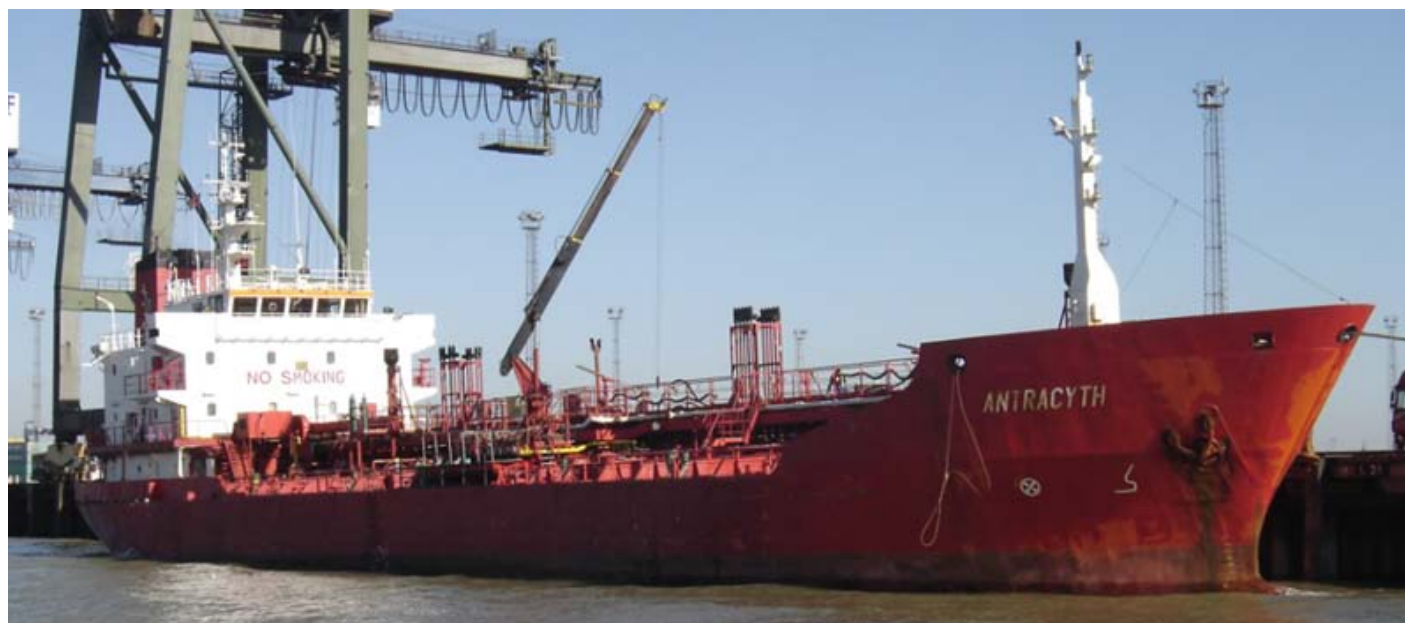


File photo of the **ZEEFAKKEL** which was heavily damaged earlier this week by a large fire – Photo : Dirk Kleijn ©

Inadequate newbuilding supervision leads to costly claim

International Transport Intermediaries Club (ITIC) says a recently concluded claim brought against a newbuilding supervisor helps illustrate the level of diligence which might realistically be expected of such a specialist service provider. In the latest issue of its Claims Review, ITIC cites the case of a newbuilding supervisor appointed by a technical management firm to oversee the building of a number of chemical carriers. A dispute arose concerning two

hulls which were scheduled for delivery in early 2009. In his monthly report for December 2008, the newbuilding supervisor stated, "There are no known matters at this stage with regard to the construction and commissioning of the hulls which may affect the scheduled target date". On the basis of this report, the technical manager nominated the two vessels as performing vessels under a contract of affreightment. Upon completion of sea trials, deficiencies were identified relating to the tank coating of the first vessel. An independent surveyor was appointed and reported that the tanks were badly corroded. It appeared that some remedial action had been taken by the yard to cover up poorly adhering paint. In respect of the second vessel, deficiencies were found in the form of 'mud cracking' in the tank coating, and there was further evidence that the yard had covered up areas of poorly adhering paint. The delivery of both vessels was delayed by two months until later in 2009 as significant work had to be carried out re-blasting and re-coating all cargo tanks on both vessels. The technical manager brought a claim against the newbuilding supervisor for losses of \$830,000. The newbuilding supervisor argued that the defects only became apparent at the sea trials and that he was not responsible for the yard's failure to properly apply the paint. ITIC says, "The main point at issue was what could realistically be detected by a newbuilding supervisor." A key concern was in relation to one of the hulls, as the mud cracking and unauthorised repairs were evident in 20-30 per cent of the total tank area. It became apparent that the newbuilding supervisor had possibly failed in his duty to adequately supervise the newbuilding, especially in failing to detect the yard's attempt to cover up poorly adhering paint. Negotiations to settle the claim led to final agreed compensation in the amount of \$350,000.



The **ANTRACYTH** seen during her first visit to Felixstowe from Klaipeda to unload molasses in to road tankers.

Photo : Andrew Moors ©



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LIFEBOAT FOUND ON THE BEACH



Last Wednesday morning around 08:30 hrs a lifeboat ran aground near Noordwijk aan Zee (The Netherlands). The KNRM



was informed which came with the coastal assistance truck,

It appeared that the lifeboat was lost by the **JB-114** approximate 34 km Northwest of Katwijk which was under tow of the **UNION SAPPHIRE**

Photo's top : Arie van Dijk © Photo below : Joop Marechal ©



Type Specific ECDIS Training Through Opening of FURUNO INS Training Center Singapore

On November 1, 2011, FURUNO INS Training Center Singapore (FURUNO INSTC Singapore) opens the doors for deck officers in need of FURUNO's type specific ECDIS training. Thanks to the strong support from Rico (PTE) LTD, a FURUNO subsidiary in Singapore, the training center is established in the premises of the same company. With this step, FURUNO has made its type specific ECDIS training available in one of the major Asian shipping hubs, hence making it easier for deck officers signing on or off a vessel to go to the training centre and receive the 2-day type specific ECDIS training course.

"This new training centre will operate in the same knowhow and logic as FURUNO INS Training Center Denmark, which was established in 2005 in Copenhagen, Denmark. All the valued experiences earned at FURUNO INSTC Denmark are shared by the instructors and administrative staff at FURUNO INSTC Singapore, hence we can provide identical training in terms of quality and contents at both training facilities allowing ship owners to send their crewmembers to both training centers knowing that the deck officers have received the exact same training and accomplish the same skills regardless of which training center they send their crewmembers to", says, Mr. Ken H. Jensen, Training Manager of FURUNO INSTC Denmark, "and the location this new training center is very convenient for those dwelling in Asia, because it is very closed to the airport and residence of the trainees".

FURUNO has been very clear about their responsibility as a manufacturer to provide an ECDIS operator training, and FURUNO has set a clear goal to provide top of the line training to the seafarers in order to ensure safe and efficient operation of the equipment, hence achieving safe navigation of the vessel and increased crew satisfaction. "When ship owners invest their money and have their deck officers sent to the training center for training, we have to give them satisfactory level of return of investment", says Mr. Ken H. Jensen, Training Manager of FURUNO INSTC Denmark. "Type specific ECDIS training has two goals. One is to provide the safe operation of the equipment by giving the operator proper and thorough knowledge on the user interface and operation of FURUNO ECDIS. The other is to allow the operator to learn about all the functionalities and values provided by ECDIS, and how to utilize them in the daily work and ship operation. This allows the navigator to conduct his navigation tasks more efficiently. It generates a better return on the ship owner's investment in ECDIS equipment and training." Type specific ECDIS training is available in FURUNO INSTC Singapore and FURUNO INSTC Denmark. In addition, FURUNO INSTC Denmark can provide not only 5-day combined generic and type specific ECDIS training, but also Ship Resource Management training, DNV-certified IMO ECDIS Model Course 1.27 and DNV certified IMO IBS/INS Model Course 1.32, and many other training courses in order to continue and enhance our contribution to the shipping business around the globe. In parallel with the establishment of FURUNO INSTC Singapore, FURUNO is working to expand the cooperation with other training centers around the world in order to contribute to safer navigation. **Source: Furuno**



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Above seen the Damen 3111 tug "**Kalarka**" turning the 180,000 ton "**F.D. Luigi D'amato**" off the berth so she can proceed out the departure channel after loading coal at Dalrymple Bay Coal Terminal, (Qld Australia) in less than ideal conditions. Photo : Lance Murray. o/b KALARKA ©

ExxonMobil 'in Nigeria abduction hit'

The Bangladeshi master of an ExxonMobil-chartered offshore vessel has reportedly been kidnapped following an armed attack off Nigeria on Monday.



Reports indicate that 20 armed men assaulted the AHST **Wilbert Tide** (ex **Seacor Rover**) between Bonny and Calabar River before abducting the master and leaving the remaining 19 crew onboard the Tidewater-owned vessel. The incident is understood to have occurred close to ExxonMobil's Oso gas field which is not far offshore Bonny. Tidewater spokesman Joe Bennett said no additional information was available at the moment. Nobody was immediately available for comment at vessel's Lagos-based shipmanager, Tidex, on Tuesday morning. A company statement from ExxonMobil indicated that armed men carried out the assault near the facility, operated by subsidiary Mobil Producing Nigeria, off Akwa Ibom State in the early hours of Monday.

"At this time, we do not know the identity of the attackers, nor reason for their action. The incident has been reported to security and relevant government agencies," the statement read. The company did not say if anyone had been kidnapped or what happened to the vessel. Another vessel, reportedly called **Juan Choust**, is also believed to have

been attacked in the same area at the same time as the **Wilbert Tide**. The vessel closest matching this name in shipping databases is the **Joan Chouest**, another AHTS owned by Edison Chouest of the US. Kidnappings are relatively common in the onshore oil producing Niger Delta but since an amnesty was agreed with militants in 2009 and the military have cracked down on gangs in the creeks, more attacks have spread offshore. A sailor was kidnapped from a ship supplying an ExxonMobil oil platform in the same region on 30 September. There has been no update on his whereabouts.

Pirates last week released a ship seized off the coast of Nigeria, freeing the 20-member Eastern European crew who had been held for five days. There was no confirmation from the owners of the ship about a ransom payment. The incident was the latest in a string of attacks on ships in the Gulf of Guinea that experts say is threatening an emerging trade hub and growing source of oil, metals and agricultural products to world markets. Pirates in the Gulf of Guinea, which stretches from Guinea to Angola, tend to raid ships for cash and cargo rather than hijacking the crews for ransom like their counterparts off the coast of Somalia. **Source : Upstreamonline**



The **CMA CGM VIOLET** seen passing Cuxhaven bound for Hamburg. The vessel starts a new service in Hamburg, coming from anchorage after discharging in Bremerhaven some days before. **Photo : Maik Ebel ©**

EU NAVFOR warship escorts WFP-vessel

The German frigate **FGS KOLN**, participating in European Union Naval Force Somalia – Operation Atalanta, has recently escorted M/V **CAROLINE SCAN** to the Kenyan port Mombasa, EU NAVFOR said on Tuesday. The ship is chartered by the World Food Programme and will be loaded with urgently needed food for the people in Somalia. Additionally a German Vessel Protection Detachment (VPD) was embarked on the merchant vessel during the escort and optimized therefore the safety of **CAROLINE SCAN**.

During the escort frigate KOLN was supported by an Luxembourg Maritime Patrol Reconnaissance Aircraft (MPRA). The main tasks of the aircraft are to perform surface search and scan to locate designated or suspected pirate vessels, mother ships or skiffs and to help build the Recognized Maritime Picture (RMP). The Fairchild SW 3A Merlin aircraft, equipped with a comprehensive suite of sensors and inherent flexibility and speed has also been used to assist vessels under pirate attack in coordination with other assets, such as EU NAVFOR helicopters and warships. EUNAVFOR Somalia – Operation ATALANTA's main aims are to escort merchant vessels carrying humanitarian aid of the World Food Program (WFP) and vessels of African Union Mission in Somalia (AMISOM). Additionally, EUNAVFOR also protects vulnerable vessels in the Gulf of Aden and Indian Ocean, deters and disrupts piracy and monitors fishing activity off the coast of Somalia. **Source : PortNews**

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The **MPI Adventurer** at Harwich Sunday 16 October as seen from the **Stena Britannica**
Photo : Philip Woodcock ©

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Shippers Face Major Losses From Rena Disaster

Shippers without specific safeguards in bills of lading who lose cargo from the stranded container ship *Rena* off the coast of New Zealand may see strict limits on their compensation as the complicated international rules of cargo liability take hold, according to a maritime attorney in Washington.

Ashley Craig, a partner with the Venable firm, said international maritime conventions dictate shippers from most countries outside the United States will have compensation limited by conventions in place for containers lost in New Zealand's Bay of Plenty unless the shippers elected to increase the liability levels. Compensation for cargo originating from the U.S. tops out at \$500 per container, depending on the type of cargo, the weight and other factors unless separate provisions are made in the bill of lading, said Craig. Compensation, he said, is based on the freight unit under the bill of lading and so may not be based on entire containers. Shippers with goods on the vessel also may face the potential for a deeper financial hit from the *Rena* disaster under the maritime legal principle known as general average. Under the internationally recognized principle, all shippers with goods on a ship share in the cost of containers lost when boxes are thrown overboard to stabilize a vessel during a storm or natural accident. It's unclear, so far, however, whether general average can be invoked here since it appears the containers fell into the sea and were not intentionally thrown overboard. According to local reports, more than 80 containers have fallen from the vessel since it hit a reef near New Zealand Oct. 5, leaving the *Rena* damaged and leaning precariously on the reef. It's common for shippers to push back against the application of the law if they believe the accident wasn't caused by nature but human error, Craig said. Authorities are investigating the Oct. 5 accident involving the ship chartered by

Costamare to Mediterranean Shipping. The ship's captain was charged with operating a vessel in a manner causing unnecessary danger or risk and was released on bail on Oct. 12 at Tauranga District Court. Crews in New Zealand, meanwhile, were racing to pump oil from the vessel this week as a new storm threatening to break the ship apart and make worse what already amounts to New Zealand's worst environmental disaster. MSC has pledged to contribute to the cost of the massive cleanup effort. **Source: The Journal of Commerce**



The **KOTA MEWAH** seen in Cape Town – Photo : Cape Town ©

Pumping of oil resumes from stricken ship off New Zealand

The recovery of fuel oil from a stricken container ship grounded off New Zealand resumed on Thursday as salvage teams worked to minimise the damage in the country's worst environmental disaster in decades. Two days of strong winds and high seas had prevented the pumping of oil from the Liberian-flagged **Rena**, which has been stuck for more than two weeks on a reef 14 miles (22 km) off Tauranga on the east coast of New Zealand's North Island.

The 236-metre ship, which has large cracks down both sides, is mostly wedged on the reef but the stern is moving around. "They have sensors on board the vessel now which are saying that it's got about half a degree of rotation and about a degree's lift at the stern," said Bruce Anderson, the salvage adviser for Maritime NZ, the government agency that supervises shipping.



The stricken container ship **Rena** lists, about 12 nautical miles (22 km) from Tauranga, on the east coast of New Zealand's North Island October 20, 2011. The recovery of fuel oil from a stricken container ship grounded off New Zealand resumed on Thursday as salvage teams worked to minimise the damage in the country's worst environmental disaster in decades.

The ship, which has about 1,200 tonnes of fuel oil on board, most in two rear tanks, could break

apart. About 100 tonnes was pumped off before the bad weather, and another 350 tonnes has spilled into the sea. The oil is as thick as peanut butter and recovery is slow.

"This is an extremely involved and highly complex operation. The last thing we want to do is to rush this process," Anderson said. No more oil has appeared on beaches, which were cleaned up by thousands of volunteers, soldiers and

specialist teams, but oil covered debris from shattered containers has been found floating as far as 250 km (156 miles) east of Tauranga. About 60 km (40 miles) of the coast, which is popular with surfers and fishermen, have been affected and more than 1,300 birds have been killed. The ship's captain and second officer, both from the Philippines, have been charged with the dangerous operation of the 47,320 tonne ship, which carries a maximum penalty of a NZ\$10,000 (\$7,900) fine or 12 months in prison. **Source : The Star**



NAVY NEWS



The German Minesweeper **M1069 Homburg** seen during minesweeping exercises at the Wenduinebank near Zeebrugge. (Belgium) - **Photo : Ronald Ribbe - www.rorifocus.nl** ©

Irving Shipbuilding Stands Ready to Build Canada's Next Generation Federal Combat Fleet

Irving Shipbuilding celebrated its successful selection to negotiate the right to build Canada's future combat fleet under the National Shipbuilding Procurement Strategy (NSPS). The company gathered late in the day to recognize its employees, community and government partners, and Canadians from coast to coast to coast for the outstanding support of Nova Scotia as a Canadian shipbuilding Centre of Excellence. "This is tremendous news! On behalf of the men and women of Irving Shipbuilding, we are honoured to be chosen by Canada to build the Navy's new combat vessel fleet for those who serve and we look forward to successful negotiations in the coming months," said Jim Irving, CEO, Irving Shipbuilding. "We'd like to assure the Government of Canada, and all Canadians, that we will continue to devote our efforts to building quality vessels for our men and women in uniform and delivering best value to Canadians for this important investment, one that will provide economic benefits across Canada."

The company recognized the federal government for its leadership and vision in establishing the National Shipbuilding Procurement Strategy in June, 2010. This Strategy has now resulted in the creation of two centres of excellence for the construction of large vessels to deliver sustained value, productivity and skilled employment to Canada. This long term commitment to shipbuilding by the federal government will avoid the boom/bust cycles seen in the past and will ensure sustained investments in the industry. "Our employees are the best shipbuilders in Canada, and to them we'd

like to extend our sincere gratitude for their support throughout this process," said Steve Durrell, President, Irving Shipbuilding. "They continue to put their expertise and skills to work every day for our current customers, and we know they'll look for every opportunity to make each vessel we construct even better than the last."

The company, which has built over 80% of Canada's current surface combat fleet and is presently working on refitting seven Halifax-class frigates for the Navy and building nine HERO Class Patrol Vessels for the Canadian Coast Guard, has invested \$90 million over the past five years to be ready for its newest assignment. "We're fortunate to have an owner in the Irving family that saw the potential of our workers, our experience and our facilities and chose to invest heavily in infrastructure, technology and people since acquiring Halifax Shipyard in 1994," added Durrell. "One of the most important ways in which they did that was by choosing to build their own vessels right here at Irving Shipbuilding." The year-long NSPS bid process took a great deal of human, financial and intellectual capital. It was also a time when the employees of Irving Shipbuilding learned how much support they, their families, and the entire industry have among the people of Halifax, Nova Scotia, Atlantic Canada and the entire nation. "To every Nova Scotian and Canadian who put up a lawn sign, put a pin on the electronic map or sent us words of encouragement, we can't thank you enough -- the workers of Irving Shipbuilding are incredibly touched by your interest and your support," said Jim Irving. "And to Nova Scotia and every member of the Ships Start Here partnership, you have made this a true community effort and demonstrated the power of a community with confidence, pride and a clear objective - thank you for your belief and your support." Negotiation of contracts with the Federal Government will take place over the next number of months, after which Irving Shipbuilding anticipates specific program details would be released in a joint communiqué between Canada and the shipyard. "It's a great day for shipbuilding in Canada. We're proud to be a part of this heritage and we understand our responsibility in building this industry and the next generation of shipbuilders into the future" said Jim Irving. "Irving Shipbuilding is privileged to be poised to negotiate the combat vessel contracts, commencing with the Arctic Offshore Patrol Vessels, and looks forward to delivering Canada's next generation combat vessel fleet to those who serve." **SOURCE IRVING SHIPBUILDING INC.**



The Dutch AGOR **A 803 LUYMES** seen operating at the Westerscheldt River

Photo : Ronald Ribbe -www.rorifocus.nl

Saab receives order on steering control consoles for Norwegian ULA Class Submarine

Defence and security company Saab AB has signed a contract with Norwegian Defence Logistics Organization for upgrade of the steering control consoles on the ULA class submarine. The order value amounts to MSEK 105 and will be carried out between 2011 and 2016. The order will secure new high technology components in the steering control consoles regarding autopilot functionality and integration for the Norwegian ULA Class Submarines.

"The selection of Saab to provide the steering control console upgrade for ULA Class Submarines show Saab's position as a leading supplier in the naval market," says Mats Pettersson, Head of Marketing and Sales at Saab's business area Support and Services.

Saab serves the global market with world-leading products, services and solutions ranging from military defence to civil security. Saab has operations and employees on all continents and constantly develops, adopts and improves new technology to meet customers' changing needs. **Source : Saab**

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Hyundai Heavy Industries to build second drillship for Fred. Olsen Energy ASA

Reference is made to notice to Oslo Stock Exchange dated 15th April 2011 regarding an option for a second newbuild drillship. A wholly owned subsidiary of Fred. Olsen Energy ASA and Hyundai Heavy Industries Co. Ltd. have agreed on an extension of the time limit for declaring this option till 20th December 2011. The scheduled delivery for such a newbuild remains 1st quarter 2014. Fred. Olsen Energy ASA is listed on the Oslo Stock Exchange and provides exploration and production services to the offshore oil and gas industry building on 150 years experience in shipping and more than 35 years in offshore drilling. The Company focuses on rewarding long term customer relationships where innovative and integrated solutions are presented to the benefit of our customers, shareholders and employees. HHI has a global business network in each of its seven business divisions: Shipbuilding, Offshore & Engineering, Industrial Plant & Engineering, Engine & Machinery, Electro Electric Systems, Green Energy, and Construction Equipment. **Source : PortNews**

Korean Shipbuilders Buck Decline to Grab Half of Market

Global ship orders in the third quarter plummeted 50 percent from the second quarter due to the financial crisis in Europe. Despite this, Korean shipbuilders flexed their muscles by grabbing half of the orders worldwide. According to market researcher Clarkson on Wednesday, global ship orders in the third quarter fell to 5 million compensated gross tons (CGTs), marking a 52 percent quarterly decrease.

Orders in the first three months of the year stood at 8.3 million CGTs, rising to 10.4 million CGTs in the second quarter. Aggregate orders from January to September reached just 23.56 million CGTs, showing a slowdown of 22.3 percent on-year. This was caused by a glut of ships in the market, shrinking shipping finance due to debt woes in the Eurozone and delayed economic recovery in advanced countries. Orders took a huge hit in the second half in tandem with Europe's snowballing debt crisis, falling to their lowest number in September since 2010.

The Korean shipbuilding industry remained a world-beater, however, winning 52 percent of global ship orders, or 2.47 million CGTs, during the third quarter. Korean shipbuilders won all 18 orders for liquefied natural gas (LNG) ships placed in that three-month period, as well as three out of five contracts for drill ships and five out of seven orders for large container ships with more than 800 TEUs (twenty foot equivalent units). China accounted for 27.8 percent of the total orders with 1.37 million CGTs, followed by Japan with 10.5 percent. **Source : Chosun**

Fjellstrand wins new PSV

Fjellstrand shipyard in Norway has won an order for a PSV from shipowner Norside. IHS Fairplay's Daily Newbuilding News said the VS485 Mk 2 is due for delivery in December 2012. The order includes options for two further vessels of this type. Hull construction will be undertaken in Poland at the Maritim Shipyard with fitting out to be carried out Fjellstrand's facility in Omastrand. **Source : Offshore Shipping Online**

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The **TRANS FALCON** seen in IJmuiden – **Photo H. Blomvliet ©**

E.R. Schiffahrt christens two 13,100 TEU containerships

Hamburg shipowner E.R. Schiffahrt has christened its first two 13,100 standard container mega carriers in Ulsan, South Korea. At 366 meters long, 48.2 meters wide and 15.5 meters draft, they are among the largest containerships sailing the world's oceans today, MarineLog reports. The "[E.R. Benedetta](#)" and the " " are the 100th and 101st ships put into operation by E.R. Schiffahrt, which was founded in 1998. The huge containerships will be commissioned on November 29 and December 20, 2011. Although they will fly the German flag, they will be "the last ships that we will sail under the German flag for the time being," says Albert Schumacher, CEO of E.R. Schiffahrt. "We are currently waiting to see if the German federal government will continue to contribute to the German Maritime Association." In the past the government has helped ship management companies partially offset some of the competitive drawbacks they face in comparison to ships flying foreign flags via its contributions to the German Maritime Association, but this may cease to be the case. The godmothers of the ships are members of the family of the company's founder and owner, Erck Rickmers. The double naming ceremony was celebrated together with business partners from the financial and shipping sectors. The ships were built by Hyundai Heavy Industries, the largest shipyard in the world. Since 2002 E.R. Schiffahrt has ordered 79 ships, totaling more than \$5 billion from the yard. The shipbuilder is working on six further 13,100-TEU sister ships for E.R. Schiffahrt, which are expected to be delivered by May 2012. The new generation of large container ships emits around 30% less CO₂ per container than an 8,500-TEU ship. Despite their much greater transport capacity, mega carriers use approximately the same amount of fuel as 8,500-TEU ships. This means liner shipping companies can save around 30 percent in fuel costs. At today's prices of around \$600 per tonne, that adds up to savings of approximately \$19 million US dollars per ship. All of E.R. Schiffahrt's 13,100-TEU ships can operate on low-sulfur fuel and have a Germanischer Lloyd Environmental Passport. Because of the enormous size of the mega carriers, Masters of these vessels will be receiving further training. They will undergo intensive training on a high-tech simulator to learn how to carry out maneuvers in various wind and weather conditions. **Source : PortNews**



The [CSL CLYDE](#) seen enroute Ellesmere Port – **Photo : Jacob Versteeg (c)**

Hong Kong box traffic slows in September

Hong Kong container traffic dipped in September both year-on-year and month-on-month, according to figures from the port authority. September container throughput stood at 1.96m teu, a drop of 5% compared to 2.06m teu in the same month of 2010. Container traffic also slowed compared to 2.16m teu registered in August. In the first nine months of this year, Hong Kong recorded 18.2m teu of container throughput, a 3.2% year-on-year increase from 17.6m teu handled in the corresponding period of last year. **Source: Seatrade-Asia**



The newbuilding **CABALLO MARANGO** seen arriving at Tj Uncang (Batam) – Photo : Evan Jones ©

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Van Oord wins to dredge Port of Klaipeda access channel

Van Oord is going to deepen and widen the access channel to the port of Klaipeda in Lithuania. The contract is worth approximately EUR 40 million and is being financed partly by the European Union. The client is the Klaipeda port authority and the project will be executed in 2011-2012, Van Oord said Wednesday. The project involves the deepening of the access channel to -14.5 metres along a stretch of almost 6 kilometres. The channel will also be widened by 30 metres from 120 to 150 metres. A total of 4.5 million m³ of soil will be removed. Van Oord is deploying a large backhoe dredger and some split hopper dredgers. The project is by far the largest contract in terms of value and volume for the port of Klaipeda and will contribute to the economic development and safety of the port. In the future, the port will be accessible to post-Panamax vessels (with a length of 300 metres and a width of 40 metres). Dutch-based Van Oord is a leading international contractor specialising in dredging, marine engineering and offshore projects (oil, gas and wind). **Source : PortNews**



Above seen Wagenborg's **AMERICABORG** arriving at King George Dock Hull from the United States.

Photo : Simon Smith ©

Taipower gets new coal carrier ship

Taiwan Power Company (Taipower) took delivery of its fourth coal carrier ship this year from shipbuilder CSBC Corporation Taiwan Monday. The carrier, christened "**Dian Chang No. 8**," was handed over to Taipower at the shipbuilder's wharf in Kaohsiung. The coal carrier is 234.91 meters long and 38m wide, with a depth of 20m and a draft of 14.5m. With a deadweight 93,300 tons, **Dian Chang No. 8** can sail at a speed of 14.5 knots. CSBC Corporation Taiwan said the carrier was equipped with sophisticated GPS and auto pilot technology and is designed to meet international pollution prevention and emissions standards. The shipbuilder said it began building the carrier in November last year and completed the carrier's maiden voyage in September. Previous ships built as part of an order for four coal carriers were handed over to the state-owned power company on March 29, May 19, and Aug. 9 this year respectively, CSBC Corp said. Source: CNA



Allseas **LORELAY** spotted Eastbound in the Singapore Straits – Photo : Capt. Kees Pronk ©

CMA CGM Group to upgrade its ASEA service between Asia, Kenya and Tanzania

CMA CGM Group is pleased to announce the upgrading of its ASEA service connecting Asia, Kenya and Tanzania, effective since October 12th, 2011. The new ASEA weekly service will deploy 6 ships of 2500 TEU (4 provided by CMA

CGM Group and 2 provided by Emirates Shipping Line) and will allow the Group to provide its customers with below pluses:

- Direct weekly service to Kenya and Tanzania gateways
- Deployment of bigger vessels
- One of the fastest transit times from Asia to Mombasa and Dar Es Salam
- Port Kelang Hub: Connection with the CMA CGM's global network of mainliners and feeders
- An enhanced capacity of reefers in order to meet the growing demand of refrigerated transport on this trade

This new service shows the strong commitment of CMA CGM Group to consolidate its offer from Asia to East Africa key countries in order to support the strong and regular growth of this trade

The service rotation will be as followed: Port Kelang, Singapore, Port Victoria or Male, Mombasa, Tanga, Dar Es Salam, Colombo and back to Port Kelang. **Source: CMA CGM**



Above seen the **VIKING POSEIDON** working alongside the drill ship **ENSCO DS-5** (Deep Ocean Mendocino) in the Gulf of Mexico. **Photo : Marino Matahija - SDPO ENSCO DS-5 ©**

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The **STOLT PUFFIN** seen enroute Rotterdam – Photo : Frits Janse (c)

Three new crude oil tanks officially in use at Maasvlakte Oil Terminal

After almost two years of construction, three new oil tanks were put into use last month at MOT, Tankterminals reports. The first oil is now being pumped into the new tanks. It is the first time since the start of this terminal in 1972 that the terminal's capacity has been expanded. Good cooperation between main contractor Verwater and other parties involved enabled this project to be delivered on schedule and on budget. This expansion brings the number of tanks to 39; there is space for one more tank at the location. The net storage capacity has expanded by 343,500 m³ to a total of 4.4 million cubic metres. About one third of the annual supply of crude oil to Rotterdam, i.e. around 30 million tons, comes via the MOT. MOT has six shareholders: BP, ExxonMobil, Kuwait Petroleum, Shell, Total and Vopak.

Source : PortNews



The **BOURBON MISTRAL** spotted in Frederikshaven (Denmark)

Photo : Daniel van der Zwaan – Janszoon Maritiem ©

Iranian shipping line to cease Malta operation by November

Iranian shipping line will cease Malta activities by end-2011. The Iranian national shipping line's Irsl's container ships will enter Malta Freeport for the last time in November, as the company is believed to be preparing an exit from the island. Industry sources say Freeport authorities are aware that the blacklisted Islamic Republic of Iran Shipping Lines – which made the freeport its Mediterranean transshipment hub – would cease operations in November, taking with it a sizeable amount of business. Over 30 vessels entered Malta every month chartered by the Iranian company. It is not yet clear whether United States and United Kingdom efforts to blacklist all the ships previously owned by Irsl, later renamed Hafiz Darya Shipping, has led to the decision. Earlier yesterday, US secretary of state Hillary Clinton made note of Malta's "strong efforts" in enforcing US sanctions against nuclear weapons proliferation. "The US knows of Malta's leadership in the area to interdict prohibited Iranian cargo and shipping in the Mediterranean region." Malta has been highly cooperative in furnishing the US with information on the activities of Irsl, whose ships were renamed and passed on to a new company called HDS to bypass the US sanctions.

Former US ambassador Molly Bordonaro had noted that it would be "unusual for the GOM to decline to take action on a direct USG request" according to a leaked embassy cable published on Wikileaks. Malta is revealed by the cables to have worked behind the scenes to strictly limit Iranian access, although it is also clear that there was no intention of shutting down Irsl's operations in Malta. The government formally adopted EU sanctions against various branches and subsidiaries of Irsl, which used a network of front companies in Malta to evade restrictions on its trade. Irsl set up 42 companies in Malta registered on various addresses to transfer its ships' ownership to these subsidiaries. Almost half of Irsl's fleet was renamed and registered under the Maltese flag. Irsl used a Maltese-owned company Royal-Med to serve as the agent for the private Iranian company Hafiz Darya Shipping Lines (HDS) which was created to take over all Irsl business in 2009 after it was hit by a US trading ban over its alleged role in supplying Iran's nuclear weapons programme.

Despite the sanctions, the prohibition did not prevent the execution of contracts concluded before 26 October 2010. According to US embassy cables, Malta also accepted a firm commitment with the United States to deny requests by Iranian banks to establish a subsidiary, branch, or representative office in Malta. Iranian bank Melli had been 'singled out' in a United Nations Resolution as an "entity of particular concern", with finance minister Tonio Fenech informing the US ambassador that Malta would block Melli's request to use Malta's payment system, via London. The US also urged Malta to approach law firms so that they institute "enhanced vigilance" over transactions with Irsl. In February 2009, law firm Ganado and Associates terminated all aspects of its professional relationship with Irsl. **Source: Malta Today**



Above seen the 1998 built FRA flag cruise liner **LE LEVANT** leaving Grand Harbour, Malta on Saturday 15th October, 2011 from Pinto 3 wharf, Valletta Cruise Port.

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com (c)

ICS advises on raising safety in Malacca, Singapore straits

London-based International Chamber of Shipping (ICS) released a new investigation report advising on greater navigation safety and environmental protection in the Straits of Malacca and Singapore, Seatrade Asia online reports. ICS conducted a survey of incident reports which it is anticipated will result in the development of agreed proposals to enhance the management of traffic in the Asian waterways, with traffic of more than 70,000 vessels each year.

The trade association suggests that improvements could be made to the location of pilot boarding areas and the timing of pilot departures. There is also concern about the understanding and use of navigation systems such as ECDIS, AIS and radar, both at sea and ashore. ICS met with the littoral states of Indonesia, Malaysia and Singapore to present the report's findings. "Malaysia and Indonesia have agreed to forward additional accident reports to further enhance the ICS study's findings, particularly in relation to the Malacca Straits. Singapore will be sending information on measures it has already taken to improve navigational services in relation to the Singapore Straits (...)," said John Murray, director marine at ICS. **Source : PortNews**

OLDIE – FROM THE SHOEBOX



The **TAMPA BAY** seen outbound from Antwerp in 1993, built as the **STELLA LYKES** in 1966 by the Avondale yard under yard number 1055 the 14.897 DWT 164 mtr long cargo vessel was powered by 1 turbo electric steam turb. double reduction geared to screw shaft driving 1 FP propeller Total installed Power : 15,499hp for a service speed of 19 kts , the vessel was named **TAMPA BAY** in 1986 and owned and operated by Afram Carriers, in 1994 de **TAMPA BAY** was laid up and ended up at the breakers during October 1996 under the name **TAMPA** (?)

Photo : Theo Strauss ©

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.... PHOTO OF THE DAY



The **MPI ADVENTURE** seen loading wind turbine parts in Harwich – Photo : Andrew Moors ©