



Number 296 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Sunday 23-10-2011**

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HONG KONG an always busy city/port, as seen last Friday – Photo : Piet Sinke (c)

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EVENTS, INCIDENTS & OPERATIONS



The **MEDCOA LOME** seen anchored off Singapore last Wednesday – Photo : Piet Sinke (c)

Larger Ships Mean Higher Risks for Marine Underwriters, Brokers

Marine underwriters and brokers are facing greater challenges today as both cargo and cruise ships are being built larger, according to experts speaking at an A.M. Best Co. webinar. The size of cargo ships continues to expand, with some newer ships able to carry 1,800 cargo containers, also called 20-foot equivalent units, which are roughly half the size of a tractor trailer, said Sean Dalton, head of marine for Zurich Global Corporate in North America.

"You can have cargo up to \$1 billion in value," Dalton said during the "Bigger, Faster, Riskier: Advances in Sea Transportation Open Up New Coverage Needs" webinar.

While frequency is down, "when there's a loss, they tend to be quite severe," he said. One factor driving the move to build bigger ships is the expansion of the Panama Canal, said Stavros Costarangos, executive vice president of broker Padeco Seguros in Panama. The original canal, which opened in 1914, was only large enough to handle ships carrying about 5,000 containers. A current \$5.25 billion expansion expected to be finished in 2014 would allow container ships that are large enough to carry 12,000 containers. "Underwriters will have to adapt to what will come in the future," including new container ships of even larger size, Costarangos said. One concern is the maritime principle of "general average." General average is based on the idea that everyone shares the risk when their cargo is in transit. If the operator of a vessel encounters a severe difficulty -- for instance, they are forced to jettison some cargo to save the ship in a storm -- they can declare general average and then all cargo owners will share in the lost cargo, even if it wasn't their cargo that went overboard. Typically, the cargo owner must pay an assessment when the cargo is delivered, and if insured, their insurer would settle the assessment. A recent court case found the court can declare general average even if the ship operator did not, said Tom Denniston, executive vice president of broker Lockton. "This is significant given the size of the new ships coming on line," Denniston said. The largest general average claim to date was \$70 million "and that GA record probably won't stand long in the future," he said. Underwriters need to consider not only an individual client's exposure, but the possibility that they may have more than one insured at the same site, said Robert V. Huffert, senior vice president and manager of ocean marine for Munich Reinsurance America. The probable maximum loss would be if two of the largest container vessels collided at sea, and both sank. "Think of the unexpected clash of coverage," Huffert said. "Business interruption and contingent business interruption could far outstrip the loss of the hull."

Oil tankers, which are also being built to larger sizes, can have \$4 billion in cargo, said Huffert. A new type of tanker, the largest to date at 450 meters by 70 meters, would carry liquified natural gas. "It's the largest footprint of any vessel to date," Huffert said. As ships are built bigger, not only can one handle more cargo, but the value of the ship itself also grows. "We still have capacity available. The real issue is not so much whether we can cover a vessel that is in the \$2 billion range ... it's the details of the coverage, the terms and conditions, that are the most important to deal with," said Denniston. "Larger values require higher limits of insurance. One size does not fit all. Each type of vessel requires different terms and conditions, and that's a key in negotiations. You need a good marine broker sitting down with a good marine underwriter." Underwriters need to sit down with ship owners to discuss factors such as maintenance for the ship, and how experienced the crew is. "These are the factors that affect insurance availability," he said.

Cruise ships have also gotten larger. For instance, the Royal Caribbean's [Oasis of the Seas](#), which is valued at \$1.4 billion, can carry 6,000 passengers plus 3,000 crew members, Denniston said. "They are floating cities," he said. And, ships this size have to deal with the same issues that cities on land have to contend with, including crowd control, medical issues and even mortuary services, Denniston said. With piracy an ever-increasing threat, he wondered if passenger ships would take a page from cargo ships and begin to carry armed guards on board. Then you'd have to worry about an accidental discharge of a weapon," Denniston said. Dalton said year-to-date, pirates had attacked 163 vessels, hijacked 21 vessels and had taken more than 300 seafarers hostage. Zurich American Insurance Co. and Munich Reinsurance America both currently have Best's Financial Strength Ratings of A+ (Superior). **Source: AM Best Company Inc.**

Iran rescuers hope to reach divers trapped underwater after sinking of pipeline support ship

An Iranian official says a rescue team hopes to soon reach 13 divers trapped underwater after their support ship sank two days ago in the Persian Gulf. Pirouz Mousavi, head of the Pars Energy Zone in southern Iran, told the official IRNA news agency on Friday that the divers are believed to still be alive despite a dwindling oxygen supply.

The divers — seven Indians, five Iranians and one Ukrainian — were part of a team installing an underwater oil pipeline and were inside a pressurized diving chamber when their [Koosha-1](#) ship sank in the Persian Gulf on Thursday afternoon in stormy seas. Out of 73 people on board, 60 had been rescued earlier. The pressurized chamber is about 180 feet (60 meters) underwater and can hold 72-hours worth of oxygen. **Source : Dailypress**



The **QUEEN ELIZABETH** makes her way out of Algeciras Bay heading for Southampton.

Photo : Simon Smith ©



Bankruptcies to Climb for Handymax Ship Owners

Bankruptcies will increase among owners of handymax vessels that haul minerals and grains as hire costs are forecast to remain below break-even levels until 2014, according to transportation lender DVB Bank SE. One-year hire rates, at \$20,800 a day last year, are set to fall to \$9,500 in 2012, the Frankfurt-based bank said today in a report. That will result in two years during which earnings will be below what owners need to pay operating expenses and finance costs, it said.

"The current slowdown can significantly increase the number of owners going bankrupt due to cash-flow problems," said DVB, Europe's largest specialist shipping lender with a portfolio of \$14 billion. Earnings have been pressured as vessel supply outpaces demand growth, according to the report. The price of a new handymax plunged 30 percent in two years to \$32.8 million in 2010 as secondhand ships dropped 47 percent to \$31.6 million, DVB said. The world's 2,073 handymax-sized vessels, each able to haul between 40,000 and 55,000 metric tons of cargo, carried about 13 percent of all global dry-bulk trade in 2010, DVB said. Demand to ship dry-bulk commodities at sea will rise 11 percent to 3.4 billion tons in 2011, according to the report. Handymaxes call mostly at ports in emerging economies where

infrastructure is less developed, with coal and ore shipments between Australia, Indonesia, India and China most prevalent, DVB said. There are 598 handymax ships on order at shipyards, with 290 delivered in 2010 and 246 entering service in this year's first nine months, according to DVB. A further 200 will join the fleet in 2012, even accounting for order delays or postponements of 40 percent, the report showed. Handymax earnings will bottom at the end of 2012 and stay under pressure until the beginning of 2014, weighing on prices for the ships, DVB said. That may worsen if financiers are forced into asset sales to shore up balance sheets, according to the report. A new vessel ordered in 2010 had a daily break-even cost of \$18,782, while one contracted two years earlier needed \$24,587, DVB calculated. That's based on eight-year financing and daily operating costs of \$5,000, the bank said. **Source: Michelle Wiese Bockmann, Alaric Nightingale, Bloomberg**



Above seen the 1980 built BLZ flag ferry **WESTERN LIGHT** formerly **SEAFRANCE CEZANNE** off Grand Harbour, Malta on Friday 21st October, 2011 while on her way to Dubai.

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com ©

Weekly Piracy Update: Pirates hovering off coast of Zanzibar and southern Somalia

NIGERIA: • Vessel (**JOAN CHQUEST**) attacked by pirates on 17 October near the offshore Oso oilfield, near Bonny. (Open Source) • Offshore tug/supply vessel (**WILBERT TIDE**) boarded by pirates on 17 October while underway near the offshore Oso oilfield, near Bonny. The Bangladeshi master was kidnapped as 20 armed men from two speedboats boarded the vessel. (Open Source)

• Product Tanker (**CAPE BIRD**) was hijacked by pirates on 8 October approximately 90 nm south of Lagos, Nigeria, and was released on 13 October. No further information on whether a ransom was paid or the cargo of oil was stolen. (Open Source)

INDIAN OCEAN:

• Container vessel (**EMIRATES ZAMBEZI**) fired upon by six pirates in one skiff on 17 October at 2100 UTC while underway in position 06:26S – 040:06E, approximately 35 nm east of Zanzibar Island, Tanzania. Pirates were armed with guns and an RPG. The Master raised the alarm, took evasive maneuvers, and all crew except bridge team mustered in citadel. Onboard armed security team activated deck lights and fire hoses and returned weapons fire, resulting in the pirates moving away. (IMB)

• Merchant vessel (**GAS BALI**) reported being attacked on 16 October at 10:57 UTC while underway in position 05:01S – 040:03E, approximately 64 nm northeast of Zanzibar Island, Tanzania. One skiff closed on the ship and the onboard security team fired a warning shot. Personnel in the skiff returned fire with an RPG, which did not hit the ship. Crew mustered in the citadel with exception of bridge team. Skiff reportedly aborted attack at this point. (Operator)

• Cargo vessel (**BURAK A**) fired upon with an RPG by pirates in two skiffs on 16 October at 1508 UTC while underway in position 14:26N – 052:49E, approximately 170 nm southwest of Salalah, Oman. Vessel did not have security onboard or a citadel. (Operator)

- Fishing vessel (**BERNICA**) fired upon by pirates on 15 October at 0324 UTC while underway in position 00:54N – 050:13E, approximately 299 nm southeast of Mogadishu, Somalia. One mothership and two skiffs were involved in the attack. (Operator)
 - Fishing vessel (**VIA MISTRAL**) attacked by pirates on 15 October at 1050 UTC, while underway in position 00:39N – 050:32E, approximately 326 nm southeast of Mogadishu, Somalia. (Operator)
- Weather Forecast for 20–26 OCT 2011

GULF OF ADEN:

Expect light and variable winds and 1 – 3 foot seas for next 72 hours. EXTENDED FORECAST: Impacts will remain minimal within the GOA through 26 October.

SOMALI COAST/NORTH ARABIAN SEA:

Light and variable winds with wave heights of 2 – 4 feet exist along the Somali coast and south through the coast of Kenya. North Arabian Sea conditions remain minimal (2 – 4 feet) with winds from the north-northeast at 5 – 10 knots. Expect this to continue for next 72 hours. EXTENDED FORECAST: Minimal impacts are expected for the central and northern Somali coast and Arabian Sea through 26 October. Effects of a tropical wave will increase seas off the Kenyan coast and southern Somalia by 23 October through end of forecast period.

INDIAN OCEAN:

Southeast winds 8 – 12 knots and seas 2 – 4 feet currently provide minimal impacts to the waters off of Tanzania. Calm winds and seas exist within the Mozambique Channel. Winds and seas increase in the Indian Ocean east of Tanzania by 22 October as a tropical wave transits westward. EXTENDED FORECAST: The sheltered waters of the Mozambique Channel show minimal impacts for small boat operations through 26 October. Expect the approaching tropical wave to produce 5 – 7 foot seas and increased winds through end of forecast period, impacting the waters east of Tanzania.

SURFACE CURRENTS:

Currents within the Somalia Basin, Gulf of Aden, and into the Indian Ocean remain variable with most areas having average speeds of less than 2 knots. A remaining region of increased speed up to 4 knots occurs from 6N to 11N along the Somali coast. Source: gCaptain



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Turkish sailors remain missing in Adriatic after sea accident

Search and rescue efforts are still underway for eight crewmen who went missing after their Turkish merchant ship collided with a passenger ferry in the Adriatic Sea on Oct. 19, Turkish officials announced.

"Search and rescue efforts are continuing with one helicopter, four boats and two ships. [We] have contacted the Ankara ferry and were informed there was damage to the ship and that the ferry has also joined the rescue efforts," the Turkish Undersecretariat of Maritime Affairs announced yesterday.

The announcement contradicts earlier reports from Albanian authorities that three Turkish crew members had been confirmed dead with another five missing. The Undersecretariat of Maritime Affairs said Oct. 21 that it had yet to find

any of the eight. The Ankara ferry, sailing under a Turkish flag, was making a routine run between the Albanian city of Durres and the Italian city of Bari, while the **Reina – 1**, a Turkish cargo ship sailing under a Maltese flag, was carrying 3,100 tons of aluminum between the Russian city of Novorossisk and the Montenegrin city of Bar, according to the undersecretariat.



This photo taken from denizhaber.com.tr shows Turkish merchant ship **Reina-1** sank in Adriatic Sea on Oct. 19 after colliding with another Turkish passenger ferry.

The accident took place around 2 a.m. local time, around 22 miles away from Durres on Oct. 19. The **Reina – 1** sank immediately after the collision, while the Ankara ferry survived the accident intact, with no loss of life or injury to its 189 passengers or 46 crew members. The merchant ship's captain and its chief officer were rescued after the incident.

Ahmet Soytürk, the cargo ship's captain, said the 3,400-ton ship sank in about two minutes after he heard the loud noise caused by the collision. The crew was fast asleep during the accident and thus did not have time to put on their life jackets, he said, adding that he suddenly found himself surrounded by the dark waters. "I could not understand what was going on. I was in the water inside the ship. While the ship was sinking, the accumulated air inside brought me to the surface just as I had started running out of breath. I waited and cried for help for a while. I called out to my friends over the surface but no one replied back," he said, adding he was in good health but felt terrible over his missing friends. Soytürk is currently receiving treatment at a hospital, alongside Chief Officer Ahmet Bal. Source : **Hurriyet Daily News**



The **MOL CALEDON** seen outbound from Rotterdam – Photo : Ria Maat ©

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The **SEA TURBOT** seen anchored off Rio de Janeiro – Photo : Capt. Neil Johnston ©

Statement by the Owners and Managers of the RENA

Owners and Managers of the containership **RENA** wish to thank the authorities, the salvors and the experts on site, who have been working tirelessly in order to salvage the vessel, its cargo and fuel oil and reduce the environmental consequences of the regrettable grounding. We also wish to thank the numerous volunteers for their extraordinary efforts in the clean-up operations, which by all accounts, have made a huge difference.

At present, the key priority is the completion of the de-bunkering operations, which Owners and Managers are following closely and supporting the salvors in their complex task. We wish to stress that Costamare has a long history of environmental sensitivity and takes this casualty with the utmost seriousness. While it would be premature for us to say anything further while the salvage operation is on-going, Costamare will be there to do the right thing, as the situation becomes clearer.

We and our underwriters, The Swedish Club, one of the world's most respected marine mutual insurers, together with our salvors, contractors and other experts are doing everything that can be done to minimise the effects of the pollution and will continue to do so.

For reference, The Swedish Club has made the following comment:

Costamare has had ships entered for cover with the Swedish Club for some 30 years. This cover includes pollution liabilities. The owner's obligations in this situation will be met in full. Both Costamare and the Swedish Club deeply regret that this accident has occurred and that environmental damage has resulted. (www.swedishclub.com)



The **SAMIRA** seen outbound from Rotterdam – Photo : Susan Slijk ©

WITH STAR FERRY CROSSING VICTORIA HARBOUR IN HONG KONG



Above seen the **NIGHT STAR** departing from Kowloon enroute **Wan Chai** from **Tsim Sha Tsui**



Even though the harbour is crossed by railway and road tunnels, the Star Ferry continues to provide an inexpensive mode of harbour crossing. The company's main route runs between Central and Tsim Sha Tsui.

It has been rated first in the "Top 10 Most Exciting Ferry Rides" poll by the Society of American Travel Writers ("SATW") in February 2009.

The **Star Ferry** operates the following cross-harbour routes (The prices are effective from 1 January 2010):

The **Star Ferry**, or The "Star" Ferry Company, is a passenger ferry service operator in Hong Kong. Its principal routes carry passengers across Victoria Harbour, between Hong Kong Island and Kowloon. It was founded in 1888 as the Kowloon Ferry Company, adopting its present name in 1898.

Left the **NORTHERN STAR** seen enroute **Central**

The fleet of twelve ferries currently operates two routes across the harbour, carrying over 70,000 passengers a day, or **26 million** a year.



Central to Tsim Sha Tsui. For lower deck, it costs HK\$2.0 on Mondays to Fridays; HK\$2.4 on Saturdays, Sundays and public holidays. For upper deck, HK\$2.5 on Mondays to Fridays; HK\$3.0 on Saturdays, Sundays and public holidays **Wan Chai to Tsim Sha Tsui** for HK\$2.5 on Mondays to Fridays; HK\$3.0 on Saturdays, Sundays and public holidays
(HK\$1.0 = 10 Euro cent = 12 US Dollar cent)



The **SHINING STAR** is used for the daily Harbour Tour (HK\$60 (daytime) and HK\$ 120-160 (evening times) a tourist cruise, making an indirect, circular route to all the stops, namely Tsim Sha Tsui, Central, Wan Chai, and Hung Hom.

All photo's : Piet Sinke ©

Celestial Star (天星號)	1956	Hong Kong & Whampoa Shipyard	576	currently the oldest vessel in service
Meridian Star (午星號)	1958	Hong Kong & Whampoa Shipyard	576	
Solar Star (日星號)	1958	Hong Kong & Whampoa Shipyard	576	
Northern Star (北星號)	1959	Hong Kong & Whampoa Shipyard	576	
Night Star (夜星號)	1963	Hong Kong & Whampoa Shipyard	576	named for original Kowloon Ferry Company's Night Star
Day Star (晨星號)	1964	Hong Kong & Whampoa Shipyard	576	
Shining Star (輝星號)	1964	Hong Kong & Whampoa Shipyard	576	now used for the Star Ferry Harbour Tour (top sections were opened up); reproduction of 3rd generation ferries c. 1920s
Twinkling Star (熒星號)	1964	Hong Kong & Whampoa Shipyard	576	
Morning Star (曉星號)	1965	Hong Kong & Whampoa Shipyard	576	named for original Kowloon Ferry Company's Morning Star
Silver Star (銀星號)	1965	Hong Kong & Whampoa Shipyard	576	
Golden Star (金星號)	1989	Wang Tak Engineering & Shipbuilding Ltd	762	IMO number: 8951384
World Star (世星號)	1989	Wang Tak Engineering & Shipbuilding Ltd	762	



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Update 3 O/S Zeefakkel

Na alle slechte berichten zijn er nu ook eindelijk eens positieve dingen te melden. Zo is afgelopen vrijdag het bluswater door **Europoort Industrie Diensten BV** opgehaald en afgevoerd. Zij hebben ons ook voorzien van allerlei schoonmaak middelen en persoonlijke beschermings middelen. Onze uniformen worden door **Textiel Services Rijnmond** gereinigd. De kombuis is weer bijna brandschoon, en het eerste gedeelte van de whalegang is schoongemaakt.



Volgende week zullen we de **Zeefakkel** tijdelijk naar een andere ligplaats verhalen, omdat wij denken dat ze nu toch gevoelig blijft voor souvenir jagers, dit ondanks dat er niets meer te halen valt. Hier zal ze verder gereinigd gaan worden en zal alle navigatie apparatuur worden verwijderd. Hier is er een hoop in een slechte staat aangetroffen en verwacht wordt dat we een hoop zullen moeten vervangen.

Foto : Elmar de Groot ©

De eerste indruk van beneden is dat alles gestript gaat worden en dat we alles opnieuw op gaan bouwen, wij denken dat dit de kortste klap zal zijn. We hadden in het begin er een hard hoofd in maar zoals ik er nu zelf naar kijk denk ik dat het mogelijk moet zijn dat de **Zeefakkel** volgende zomer in ieder geval weer zelf zal varen en dat we weer gezellig

met de kinderen op het nationale zomerkamp in Julie kunnen verschijnen.

Rest mij voor dit moment om voorlopig iedereen alvast te bedanken voor hun inzet en medeleven. Toch blijft de smeebede, als u denkt ons te kunnen helpen zouden wij dat zeer op prijs stellen. Neem dan alstublieft contact op met: **Jeroen van Tussenbroek – 06-30379158.**

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CASUALTY REPORTING



3 dead, 5 missing in ship collision off Albania

Three sailors have died and five others are missing after their Turkish merchant ship collided with a passenger ferry and sank in the Adriatic, Albanian port authorities said Thursday. The 3,300-ton **Reina 1**, sailing under a Maltese flag, sank immediately after the collision in international waters with the car ferry Ankara, said police spokeswoman Ornela Cako. The crash happened at about 1 a.m. (2300 GMT) Thursday some 20 miles (30 kilometers) from the Albanian port of Durres. One body was taken aboard the ferry while two others have been spotted but not yet recovered due to rough seas, ports head Edmond Doraci told The Associated Press by telephone. Two sailors were rescued. The Reina 1, loaded with grain in the Black Sea Russian port of Novorossiysk, had been headed to Bar, Montenegro, with a Turkish crew of 10, according to Ahmed Soy Turk, 54, one of the survivors, speaking from the Durres hospital. "It took only two minutes for the ship to go down," Soy Turk said. The two survivors were in good health, according to hospital personnel in Durres. No injuries were reported on the ferry, which had left Durres en route for the Italian port of Bari with about 200 passengers. The ferry has remained at the scene of the accident. Police gave no information on the cause of the crash. Police and military ships and helicopters have started a search and rescue operation.

Source : MiamiHerald

NAVY NEWS

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Chinese navy hospital ship visits Cuba, Caribbean

A Chinese navy hospital ship called the **Peace Ark** sailed on Friday into Havana Bay in Cuba, reflecting good relations between the communist allies and China's expanding global presence. The 178 meter ship was met by Cuban naval officials in a low-profile arrival ceremony that international media were not invited to attend.

Chinese sailors lined the decks of the white vessel, which has red crosses painted on its side, as it entered the historic bay of the Cuban capital and was guided by tugboats into port. It flew Cuban and Chinese flags from its mast. The trip

is China's first operational naval mission to the Caribbean Sea, according to the blog of U.S. Naval War College professor Andrew Erickson.

According to Cuban news agency Prensa Latina and Chinese news reports, the **Peace Ark** will stay in Cuba until Wednesday, then sail to Jamaica, Trinidad and Tobago and Costa Rica in a 100-day voyage known as "Harmonious Mission 2011." Prensa Latina said there would be scientific exchanges during the ship's stay in Havana, but did not specify if medical treatment would be given to locals, as is often the case when hospital ships stop in foreign ports of call.



Chinese media said the ship has 300 hospital beds, eight operating rooms and 107 medical workers, including doctors and nurses. Military experts and China watchers say the ship is one of the ways in which the Asian giant is increasing its use of "soft power" to burnish its image and achieve other policy goals such as increased trade and access to raw materials. The Peace Ark was launched

four years ago but is making only its second trip abroad after treating 15,500 people last year on a voyage to the Gulf of Aden and five African and Asian countries.

China's presence in Latin America has grown by leaps and bounds in recent years and it has become the creditor of last resort for cash-strapped Cuba. Cuba owes several billion dollars to China, and earlier this year the two governments signed a series of bilateral accords that will increase Chinese participation on Cuban onshore and offshore oil exploration and in other areas of Cuban life. The two governments are negotiating a deal for China to lead a \$6 billion refurbishment of a refinery in Cienfuegos on Cuba's southern coast, with Venezuela providing financial backing for the project. **Source : The Star**

Egyptian Navy Fast Missile Craft Launch Marks Milestone in Construction

The U.S. Navy announced the launch of the first Egyptian Navy Fast Missile Craft (FMC) from VT Halter Marine's Pascagoula, Miss., shipyard, Oct. 20, marking a key milestone in the ship's construction process. The primary mission of the FMC is to conduct independent and joint operations, primarily against armed surface adversaries. The Egyptian Navy has a requirement for a vessel with the capabilities of an FMC to combat these threats and to patrol and defend its coastal waterways of the Red Sea, Mediterranean Sea, and in particular, the Suez Canal.

"The launch of the FMC is the culmination of nearly two years of production rigor and dedication from all parties," said Frank McCarthy, the Auxiliary Ships, Boats, and Craft program manager. "The FMC program will continue to benefit from the high degree of design and planning maturity that has already been accomplished by the Navy/VT Halter team."

Each of the 63 meter craft carry a 76mm Super Rapid Gun, Harpoon Block II missiles, MK49 Rolling Airframe Missiles, and the Close-In Weapon System (CIWS) Block 1B. These high-speed, agile craft can reach speeds of greater than 34 knots provide berthing for a crew of up to 40 sailors and operate up to eight days independently at sea.

The first of four FMCs are scheduled to join the Egyptian fleet in 2012. PEO Ships will continue to assist with acquisition and oversight efforts throughout the construction process and will provide follow-on technical and training support to the Egyptian Navy upon delivery of the vessels.

The Auxiliary Ships, Boats, and Craft Program Office within the U.S. Navy's Program Executive Office (PEO), Ships manages the Egyptian FMC program. The Navy utilizes the foreign military sales program to help build partner nation maritime security capabilities through acquisition and transfers of ships, boats, combatant craft, weapon systems, communication equipment and a variety of training programs.

As one of the Defense Department's largest acquisition organizations, PEO Ships, an affiliated PEO of the Naval Sea Systems Command, is responsible for executing the development and procurement of all major surface combatants, amphibious ships, special mission and support ships, service craft, boats, and combatant craft. **Source : Defpro**

SHIPYARD NEWS



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Austal to acquire Philippines shipyard

Austal says in an annual meeting presentation that it has signed an agreement to acquire a shipyard in the Philippines and expects to complete the acquisition in the current quarter. According to reports in the Philippines press, the yard is in Cebu, where Austal has reportedly been developing a part of the site of FBMA Marine Inc., an Aboitiz-owned shipbuilding plant inside the West Cebu Industrial Park in Balamban.

The decision to buy a yard in the Philippines is a response to the strength of the Australian dollar. Austal plans to focus its Australian shipbuilding facilities on the defense sector. It says it will continue to develop new products for emerging markets, to be constructed in regional manufacturing facilities, that would potentially include manufacturing in Europe.

Source : MarineLog

Chinese shipyards are looking to develop further their tanker business

When Chinese shipyards emerged on the forefront and started investing heavily to improve their position in the global market, few ship owners chose them. The lack of expertise in a highly demanding and competitive market were among the reasons. As a result, at first most shipyards in China were limited to providing ordering options for dry bulk carriers, widely regarded as one the "easiest" ships to build, thanks to the simplicity of its design and few technological complexity. But, as shipyards in China grew, so did their ambitions. Today, they are at the forefront of the shipbuilding market, they are competing with world-leading South Korean yards and are able to construct tankers and even LNG carriers.

According to a recent report from London-based shipbroker GIBSON, "China's radical development of its shipbuilding industry has resulted in it emerging as a major player in the tanker sector. However, like other nation's shipyards, it faces the ongoing scenario of falling orders in an already oversupplied market and tough pricing decisions as they try to secure future business. Current extremely weak industry earnings and the general lack of confidence amongst owners has led to a sharp fall in ordering activity, raising the question of shipbuilder's abilities to maintain pricing levels whilst trying to fill expanding capacity. The fear of a second global economic downturn is only adding to these woes" said the shipbroker.

Gibson mentioned that "the world tanker orderbook currently stands at 84.5 million dwt (25,000+ dwt). Korea dominates with a 52% share, followed by China with 31%. Japan, once the largest shipbuilder in the world is trailing behind at just 9%. In terms of VLCC construction, Korea leads the way with 60, two ahead of China, while Japan is some way behind with just 14. In fact, Japan hasn't taken a single VLCC order this year and those that are under construction are mostly for domestic owners. Japan has effectively ceased to trade as an exporter of tonnage because of the high cost implications and currency factors. Given the dearth of orders, we would think that prices for a new VLCC are now in the \$90s for Korea and in the \$80s for China" mentioned Gibson. Meanwhile, the shipbroker said "however, with so few fresh orders for any type of vessel at yards and increasing amounts of slots to fill, yards are

likely to need to reduce prices further, despite already eroding margins. In addition to these pricing pressures, there are then further major concerns in this sector from the banking position. Bank's willingness to finance vessels with current asset values way below their purchase price and no immediate prospects for a rebound in the tanker industry is already being questioned. This will only add further downward pressures on the shipbuilding industry. However, in recent years we have seen the Korean and Chinese governments stepping in to support these national shipbuilding interests. In China's case the government support for domestic shipyards is expected to continue and in such circumstances there will be a shift from commercial to government support for the shipbuilding industry. Recent suggestions of potential large orders at Chinese yards for VLCC tonnage for domestic owners could be a threat to VLCC market prospects but it does indicate state support for Chinese finance for Chinese ships for Chinese business, preserving Chinese jobs" concluded Gibson.

Meanwhile, according to a report mid-week from Clarksons, 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 : Nikos Roussanoglou, Hellenic Shipping News Worldwide

COSCO Dalian completes VLCC to FPSO conversion job

Chinese shipyard COSCO Dalian has completed its part of the conversion of the VLCC **Radiant Jewel** into what will be FPSO **Cidade de Sao Paulo MV23**, to be deployed in the pre-salt region of Brazil's Santos Basin. The FPSO will be capable of processing 120,000 barrels of oil or 150,000 barrels of total fluids per day. MODEC is responsible for the engineering, procurement, construction, mobilization, and operation of the FPSO, including topsides processing equipment as well as hull and marine systems. SOFEC will design and provide the spread mooring.

COSCO Dalian's work on the conversion involved steel fabrication, module installation and integration and the installation of cables, pipe and equipment. The topsides modules will be lifted and integrated on the FPSO in Brazil.

Source : MarineLog

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The **GEOBAY** seen anchored off Singapore – Photo : Piet Sinke (c)

BBC Chartering sets sail

Leading German multipurpose & heavy lift operator BBC Chartering announces to cooperate with the Hamburg-based company SkySails. The background is the recently acquired multipurpose vessel '**BBC SkySails**' that can offer charter clients the possibility for 'greener' sea transports. The 9,821 dwt vessel is fitted with the latest prototype of the SkySails auxiliary wind propulsion system. The system uses a kite with a surface measuring 320sqm which can deliver an engine load relief of up to 2,000 kW at favorable wind conditions. "There are many technological developments underway that have the potential to innovate and influence the future of shipping," says Svend Andersen, Managing Director of BBC Chartering and continues "By adding '**BBC SkySails**' to our fleet we can offer an innovative service that allows to measurably reducing emissions and hence credibly and visibly supports a charter client's corporate sustainability strategy."

Besides fostering 'green shipping' awareness, the company reports that the cooperation also follows the goal to further probe and improve the practical application of the towing kite system on board. Stephan Wrage, CEO of SkySails says, "The SkySails propulsion system as cutting edge technology offers cargo owners and shippers the possibility to share into our joint responsibility for green actions." The company says it notices high attention from single market participants, but also from industry associations that like to take leadership roles in strengthening green awareness and call for responsible actions amongst peers. "We look forward to develop such ideas together with BBC Chartering

and other interested parties," states Mr. Wrage. "Interested cargo owners and shippers are welcome to contact us and make use of a vessel visiting opportunity," adds Niels Finn, Key Account Manager at SkySails.

BBC commenced operations in 1997 with a fleet of ten multipurpose vessels. With currently more than 140 vessels being marketed by BBC Chartering the company operates the single largest multipurpose and heavy lift fleet in the market with lifting capacities reaching up to 800mt and vessel sizes that range from 3,500 to 37,300dwt. A network of 25 sales and chartering offices and about 300 employees assist local and global clients around the world in planning and executing their transport assignments. Chartering serves leading clients, e.g. in the oil & gas, power and utility, offshore contracting, chemical processing, mechanical engineering industry via tramp, affreightment and liner services. The Hamburg-based company SkySails GmbH is the market and technology leader for automated towing kite systems. Targeting the merchant fleet, the SkySails system can be installed as auxiliary wind propulsion system on most types of existing and new build cargo ships. The company was established in 2001 and today employs about 80 people in their facilities in Hamburg and Wismar. Lead investors are the ship financing company Jan Luiken Oltmann Gruppe GmbH & Co. KG, the marine engine supplier Zeppelin Power Systems GmbH & Co. KG and the Dutch Life Sciences and Materials Sciences Company Royal DSM N.V. Besides private investors and family offices, the group of SkySails investors also includes numerous notable shipping companies. Some 50 million euros have been invested in developing the SkySails technology and establishing the manufacturing capability. **Source: BBC Chartering**



Jan de Nul's **TACCOLA** seen operating at the Weser – **Photo : Ben Schaap ©**

India's Mangalore old port upgrade project begins in November

The fisheries harbour at old port here is all set for an upgradation with Union agriculture minister Sharad Pawar scheduled to lay the foundation stone for the third phase of the fishing jetty on November 2, Dredgingtoday reports.

Minister for fisheries, science and technology Anand V Asnotikar reviewed the work progress on Monday. "The third phase of the jetty is being extended at a cost of Rs 57 crore," Asnotikar stated. A host of dignitaries including chief minister D V Sadananda Gowda are expected to participate in the programme. The new jetty will be 1,100 m long, Asnotikar said, adding that he has already held discussions with department officials and directed them to make necessary preparations. To a query on dredging of harbours in the state, he said, "Work of dredging Hejmady harbour has commenced and tender for Mangalore harbour has been invited."

The state government has earmarked funds in the budget to carry out dredging of fisheries harbour in Karnataka. "The government will shortly evolve a permanent solution to the problem of dredging," he added. The government has already given Rs 50,000 as compensation to next of kin of six fishermen who died in a boating accident off Mangalore coast recently. There are legal constraints in giving full compensation as victims' bodies have not been found. When informed that fishermen and policemen in Kerala jointly assault local fishermen who take their fish catch there, Asnotikar said, "I will take up the issue with police officials concerned in Kerala. The secretaries, department of

fisheries of both states, would meet shortly to discuss the issue and try to resolve it amicably.” Nithin Kumar, chairman, KFDC, Ramachandar Baikampady, former chairman, KFDC and fishermen leader were present.

Asnotikar later visited the Regional Science Centre (RSC) at Pilikula Nisargadhama at Vamanjoor near here. The centre that is under construction at the cost of Rs 9 crore with equal funding from state and central governments is scheduled for inauguration in February next. The government has approved construction of planetarium next to RSC at the cost of Rs 11 crore and tenders would be invited for it shortly. **Source : PortNews**

OOCL quarterly volume up 6.6pc, but revenue off 8.3pc to US\$1.44 billion



The **OOCL LONDON** seen in Rotterdam – **Photo : Harry van den Berg ©**

HONG KONG's Orient Overseas Container Line (OOCL) posted a third quarter volume increase of 6.6 per cent year on year, while revenue declined 8.3 per cent to US\$1.44 billion. OOCL's average revenue per TEU dropped 14 per cent year on year, according to an operations report, Newark's Journal of Commerce said, adding that the company's revenue decline reflected the impact of falling freight rates on its major east-west trade lanes.

Transpacific trade third quarter revenue was down 19.1 per cent year on year to \$485.5 million, and on the Asia-Europe trade it fell 23.1 per cent to \$272 million. On the east-west trades, only the transatlantic saw revenue increase, up 18 per cent in the third quarter to \$175 million. Revenue on the intra Asia-Australasia trades was up 8.5 per cent for the quarter. Container capacity was up 13.9 per cent in the third quarter year on year, while the overall load factor was 5.1 per cent lower than the same period in 2010.

For the first nine months of 2011, OOCL's loadable capacity increased 16.3 per cent, and its overall load factor was 5.5 per cent lower than the corresponding period last year. Overall average revenue per TEU decreased 5.8 per cent year on year. The carrier handled 1.31 million TEU in the third quarter versus 1.23 million TEU a year ago. For the first three quarters, its total volumes rose 8.4 per cent year on year and total revenues upped 2.1 per cent to 4.18 billion compared to the same period last year.

OOCL moved 3.75 million TEU from January to September compared to 3.46 million TEU one year earlier. **Source : Schednet**



The Singapore flagged tanker **Ocean Mercury** arriving at Lyttelton to discharge petroleum products from Singapore –
Photo : Alan Calvert ©

RN-Bunker takes delivery of RN-Magellan tanker on time charter

LLC RN-Bunker announced the delivery of the time-chartered 4,500 tons **RN-Magellan** tanker from Rosnefteflot as of Oct. 21st, the Company said Friday. The tanker handover ceremony was held at the port of Murmansk. The ceremony was attended by the Murmansk regional authorities, representatives of OJSC Rosneft, CJSC Rosnefteflot and LLC RN-Bunker.

Under the time charter agreement signed between CJSC Rosnefteflot and LLC RN Bunker the tanker is chartered for 10 years. The conventional tanker of ice navigation RN Magellan is classified as 1A. Build year - 2007, DWT – 4,622 tons. Home Port - Murmansk. The tanker will be operated on the short sea services between the ports of Arkhangelsk and Murmansk, along the Kola Peninsula coast and Novaya Zemlya, and in bunkering operations of RN-Bunker's fleet in the Kola Bay. Rosneft Bunker (RN-Bunker), a 100%-owned company of Rosneft, supplies bunker fuels at all major Russian ports of the Far East, Black Sea and the North-West regions of Russia, at river ports of the Volga-Don, Amur and Lena basins. The delivered oil products are produced at Rosneft's seven refineries based in Komsomolsk, Achinsk, Angarsk, Kuibyshev, Novokuibyshevsk, Syzran and Tuapse. RN-Bunker transships oil products at 4 port oil depots located in Sakhalin, Nakhodka, Archangelsk, Tuapse, and at the FSO vessel Belokamenka. **Source : PortNews**



The **SANTA BETTINA** seen outbound from Antwerp at the Westerscheldt River – Photo : Henk de Winde ©

Attica Group takes delivery of new Ro-Pax vessel

The Board of Directors of Attica Group announced the delivery of the new-built Ro-Pax vessel **Blue Star Delos** which was built at Daewoo Shipbuilding & Marine Engineering Co., Ltd, of Korea. **Blue Star Delos** is the first of two vessels

ordered in June 2009 and has overall length 145.50 meters, a speed of 26 knots and the capacity to carry 2,400 passengers and 450 private vehicles or 50 freight units and 150 private vehicles.

Blue Star Delos is expected to arrive at the Port of Piraeus at the beginning of November, 2011 and will be deployed in the Piraeus-Paros-Naxos-Ios-Thira (Santorini) route. The total acquisition cost of **Blue Star Delos** exceeds Euro 70 million, of which Euro 32 million come from Attica's Own Funds and the balance from bank financing. Speaking of Attica's new investment, Mr. Petros Vettas, CEO of Attica said: "In the current challenging times of our country, Attica's scope to provide first class sea transportation services with modern, new and fast ships for the benefit of tourism and the islands' inhabitants and visitors, is further enhanced with the addition to our fleet of **Blue Star Delos** today".

Source : PortNews



Above seen the **Q JAKE** as she left the Redcar Terminal on the river Tees 19/10/11 was delivered to owners this year as **RBD CARLO GUALDI**. Has quickly undergone a name change. **Photo : Derrick Johnson ©**

Court confirms Marco Polo Seatrade Chapter 11 protection and frees vessel

The New York Court supervising the reorganisation of Marco Polo Seatrade and its group affiliates has rejected the motions filed by the Royal Bank of Scotland and Credit Agricole seeking to dismiss the group's US Chapter 11 filings. Both lenders had asserted that Marco Polo Seatrade was not eligible for Chapter 11 protection and had indeed initiated its Chapter 11 case in bad faith. The court rejected all of the lenders' arguments. Antonio Zacchello, MD of Marco Polo Seatrade, says, "We are delighted that the court has confirmed that we acted in accordance with the law and in good faith in starting our Chapter 11 proceedings. We now look forward to developing the Chapter 11 reorganisation plan, preferably on a consensual basis with our lenders and creditors that will enable us to emerge from Chapter 11 as a strong and healthy competitor in the global shipping market." Marco Polo Seatrade has reached an agreement with Credit Agricole to release the 115,000 dwt aframax tanker Montiron from arrest and return it to operations. Credit Agricole's arrest of the Montiron on July 21, 2011 was one of the precipitating factors for Marco Polo's Chapter 11 filing. Marco Polo Seatrade is confident that it can resume its day-to-day activity in the pool within the next few days. This consensually resolves the litigation begun by Marco Polo against Credit Agricole relating to the release. The return to operations of the Montiron is the latest in a string of consensual agreements reached by Marco Polo Seatrade with its lenders in its Chapter 11 proceedings. This includes Marco Polo's continued use of its lenders' cash collateral and its ability to obtain additional 'debtor in possession' financing from the Royal Bank of Scotland. Marco Polo Seatrade will now continue to focus its efforts on emerging from Chapter 11 within a short period time and to provide a safe and reliable service to its clients.

3e tenderswath 'Westerschelde' te water gelaten!

Op donderdag 20 oktober, om 0830 uur 's morgens, werd te Lemwerder, Duitsland, de derde van de drie tenderswaths voor de dienstverlening aan het loodswezen te water gelaten. De **WESTERSCHELDE** wordt nu ter

plaatse verder afgebouwd en zal haar zusterschepen **Westdiep** en **Wielingen** ongeveer half december vergezellen te Oostende. Naast een delegatie van de werf en de vertegenwoordiger van Dexia, woonden ook kapt. Herman Van



Driessche, kapt. Siska Deconinck en ing. Frank Aerssens voor VLOOT de tewaterlating bij.

Ook de eerste jol voor de swath **WANDELAAR** kwam aan te Lemwerder. Deze zal verder doorgetransporteerd worden naar Oostende voor verdere trials. Ondertussen lopen de trainingen van de bemanningen ook verder door, zowel in Duitsland, bij de collega's van het Duitse loodswezen, op de werf Abeking & Rasmussen, als op de **Westdiep** en

Wielingen waar tijdens de reeds opgestarte beloodsingen gewerkt wordt op basis van een train-the-trainer-systematiek.



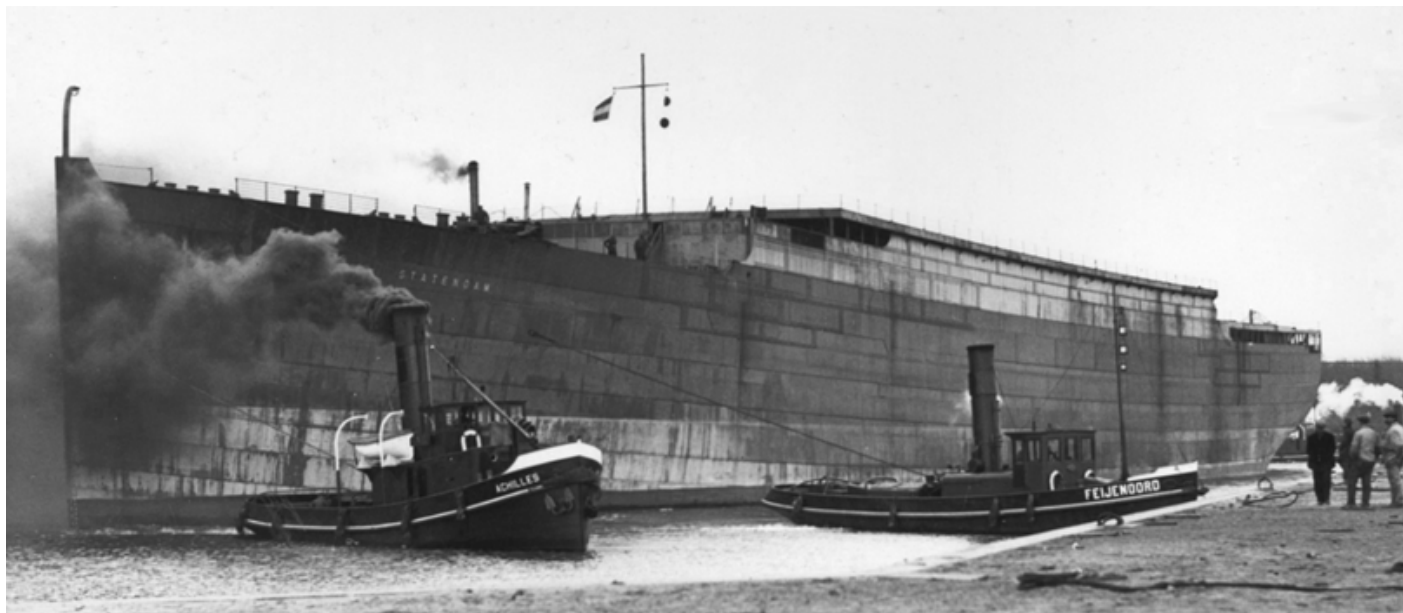
Svitzer's **LONDON** seen anchored off Mauritius – Photo : The Offsigners ©

Maersk and MISC convert south east Asia-Oceania loop into butterfly

DANISH shipping giant, Maersk Line together with Malaysia's regional carrier MISC have increased coverage of southeast Asia and Oceania, adding six calls and five vessels to their NZ1/NZE services with Hapag-Lloyd, Hamburg Sud and Alianca taking slots, reports ComPair Data. This changes NZ1/NZE from a loop to a butterfly arrangement, with new calls at Port Klang, Brisbane and Tauranga, with second calls at Tanjung Pelepas, Singapore and Auckland are added.

The new rotation is Port Klang, Tanjung Pelepas, Singapore, Auckland, Lyttelton, Port Chalmers, Tanjung Pelepas, Singapore, Brisbane, Auckland, Tauranga and back to Port Klang. Five new ships bring the total number to nine with seven provided by Maersk and two by MISC.. Average vessel capacity remains at 2,774 TEU. Source : Schednet

OLDIE – FROM THE SHOEBOX



Port of Rotterdam, dated 20 April 1927, when the casco of the brandnew passengerliner **STATENDAM** arrived from Belfast in Schiedam, to be completed by Wilton's Scheepswerf & Machinefabriek. Her keel was laid at the Harland & Wolff Shipyard in 1921 and launched on 11 September 1924, after which the work was suspended and laid up. In April 1927 towed from Belfast to Schiedam by the tugs **ROODE ZEE**, **POOLZEE**, **OOSTZEE** and **SEINE** within 7 days. Arrived at the shipyard, the local tugs **ACHILLES** and **FEIJENOORD** took her over to manoeuvre her into the Wilton Harbour at Schiedam. After completion she started her maiden voyage as **STATENDAM** on 11 April 1929 from Rotterdam to New York. Photo: J.H.C.Vermeulen †, coll. Capt. Frank Haalmeijer

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.... PHOTO OF THE DAY



The **JAN LEENHEER** seen in the Wilton harbour in Schiedam – Photo : **Henk Wadman** ©