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The CORAGGIO seen arriving in Hoek van Holland October 20th, (Stena Line logo painted out from the funnel and with on Port side already painted Grimaldi lines)

Photo : Rob de Visser ©

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The **ATLANTIC CONCERT** seen enroute Antwerp - Photo : Richard Wisse – www.richard-photography.nl (c)

Cruise ship from Xiamen visits Taichung

More than 1,700 tourists aboard the cruise ship **Legend of the Seas** of Royal Caribbean International arrived in Taichung Harbor Friday for a one-day visit. The cruise ship, carrying tourists from Hong Kong, Macau, China, Europe and the United States, departed from Xiamen Wednesday and stopped at Keelung Harbor Thursday before arriving in Taichung. Among those on the ship were Wang Mingshui, deputy director of the Xiamen Taiwan Affairs Office, and Yan Qi, deputy director general of the Xiamen Municipal Tourism Administration. Wang noted the short distance between Xiamen and Taichung, and the frequent exchanges between the two places and said travel would be convenient whether through cruises or direct air links. Yan said the first plane that carried independent mainland Chinese tourists landed in Taichung earlier this year, boosting the city's popularity on the mainland. "Xiamen tourists are already familiar with the scenic spots in the Taichung, and independent tourists to Taichung will increase daily," Yan predicted. Chen Lishuang, the general manager of Xiamen C&D Tourism and Hotels Co., which organized the cruise, said the voyage had launched a model of travel based in Xiamen that linked the two sides of the Taiwan Strait. In the future, Chen said, the hope is that the cruise can be longer and more Taiwanese harbors be included in the itinerary. Chen said the one-day visit by the cruise ship included a DIY activity in shops selling Taichung's famous sun cakes, a visit around the Museum of Fine Arts, and a city tour. Taichung tourism head Chang Ta-chun vowed to create a "friendly environment" for arriving tourists. Source : taiwannews.com

Lawmakers endorse a bill encouraging Russian shipbuilding and shipping industry

The Russian State Duma on October 21, 2011 approved on the third reading a bill on measures to support domestic shipbuilding and shipping, the parliament lower house press office said. The bill that was given final approval is believed to foster Russian shipping companies to register their fleet under the Russian flag, upgrade their fleet placing newbuilds orders at domestic shipyards. The draft law approval entails some amendments to the Inland Water

Transport Code of the Russian Federation (IWTC), the Merchant Shipping Code, Tax and Labor Codes of Russia, and to four federal laws. The bill provides benefits for those shipowners, whose vessels are registered in the Russian International Register of Ships (RIRS). The owners of vessels that were built at Russian shipyards after January 1, 2010 and registered in RIRS, namely sea-going ships, river boats and mixed 'river-sea' class vessels will enjoy more benefits. The ships that would operate on short sea trade are subject to income tax exempt.

The bill introduces restrictions on the initial registration of ships in the RIRS for vessels over 15 years, currently registered in foreign ship registers and for ships over 15 years, operating as coastal vessels only. On the second reading the lawmakers secured in the bill a clause on zero rate (up to 15 years) of insurance contributions made by the shipowner for crew members with further compensation for the contributions from the state budget of the Russian Federation (through Pension Fund, Social Insurance Fund, Federal Compulsory Medical Insurance Fund).

Besides, the bill provides an opportunity for shipowner and crew members to conclude on mutual agreement fixed term employment contracts, as well as indefinite-term and cruise contracts. A few benefits will be granted to the dockyards and shipbuilders that will get the status of the residents of special industrial and production economic zones. Before its second reading the bill had more clearly defined the benefits, namely the exemption for a 10-year period from land tax and property tax (vs current 5-year term), granted to domestic shipbuilding companies.

According to drafters, the enactment of the bill may reduce the payback period of a new vessel from the current 20 to 12 years. This will encourage the Russian shipowners to invest in fleet upgrade and book newbuilds orders with domestic shipyards. The draft law prepared by the Ministry of Transport, the Ministry of Industry and Trade in conjunction with United Shipbuilding Corporation and representatives of major Russian shipping companies was introduced by the Russian Government before the State Duma on May 30, 2011. The bill was considered and given approval by the State Duma on its first and second reading on Jul 1, and Oct. 18, respectively. **Source : PortNews**



The **SILVER SHADOW** seen eastbound in the Singapore Straits last week – **Photo : Piet Sinke ©**

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The **PRECIOUS ACE** seen arriving at the Waterland Terminal in Amsterdam – Photo : Lourens Visser ©

Rena: Leaked oil probably from duct keel

Up to 10 tonnes of oil spilled overnight from the cargo vessel **Rena** may never totally be recovered, says Maritime New Zealand. Four vessels have been working since early this afternoon to corral an estimated five to 10 tonnes of oil which spilled overnight from the stranded ship. National On Scene Commander Alex van Wijngaarden said even in good conditions it was not possible to recover all the oil.

He said the potential movement of the spilled oil was being monitored by aerial observation and trajectory modelling in the incident command centre. Based on weather forecasts and tides, the potentially toxic substance was expected to move slowly north and would not reach any coastline before Wednesday, he said. "That would place some of it on track for Mayor Island (Tuhua), if conditions remain as forecast. "However, it is important to note that this is based on today's conditions and the trajectory could change. We will be monitoring its progress closely."

The oil had likely escaped from **Rena's** duct keel, the tunnel running the length of the vessel housing pipework and other service equipment, said Captain van Wijngaarden. "This overnight spillage is a combination of tidal movement _ seawater effectively plugs gaps in the duct keel but low tide exposes those gaps _ and the reducing buoyancy of the vessel as we remove oil from above the waterline."

He said oil recovery teams on vessels at the scene had been using booms to contain the oil so it can be skimmed off the water. Oil continues to be pumped from **Rena**, with options being explored for speeding up removal from the main tank. It is hoped to have another pump in action this afternoon to remove oil from the two settling tanks, which have about 220 tonnes of oil between them.

As of yesterday afternoon, 256 tonnes of the estimated 1700 tonnes on board the ship had been pumped onto the tanker **Awanui**. Swimmers and surfers can today make the most of the water after a three kilometre stretch of beach from Mount Maunganui to Tay Street opened for public swimming. Captain van Wijngaarden said people should still keep an eye out for oil contamination.

Hundreds of iwi members, Defence Force personnel and volunteers are continuing with beach cleaning efforts today along the coastline from Mount Maunganui to Waihou Bay. Source : NZHerald

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The **ARTEMIS** seen during the **Race of The Classics Young Professionals** near Hoek van Holland

Photo : Skeyes - www.skeyesphoto.com ©

New CEO at Sea Trucks Group

Sea Trucks Group (Sea Trucks) recently announced the appointment of **Robert-Jan van Acker** as its Chief Executive Officer. Mr van Acker (39) has over 13 years experience in the international marine industry. He joins Sea

Trucks from Svitzer Group, the global provider of specialised marine services, where he worked for over 10 years in a series of increasingly senior management positions. Mr van Acker led the salvage, Euromed and ocean towage divisions from 2005 onwards, and lately held the position of Senior Executive Vice President as well as being a member of the executive committee of the Svitzer Group.

Mr van Acker also led the Svitzer team in its successful joint venture, working with Sea Trucks on the removal of the **West Atlas Rig** in Australia in 2010. He established Svitzer India and was Managing Director of the Wijsmuller Ocean Sparkle JV, a marine services company focused on delivering tugboat services to LNG terminals in India. He holds a BA in Business Administration from the Hanze Business school in Groningen, The Netherlands and an Executive MBA from IMD Business school in Lausanne, Switzerland and will take up his position later this year, at a date which will be announced. Until then, **Jacques Roomans** (owner and President) will continue in his position as Chief Executive Officer. **Source : Offshore Shipping Online**



The **ISLAND PATRIOT** seen arriving in IJmuiden – **Photo : Willem Koper ©**

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Royal Marines Capture Back-to-Back Pirate Ships, Hostages Rescued

In a spectacular show of “I’m going to seriously ruin your world if you don’t comply,” the British Royal Marines embarked on **HMS Somerset** and RFA **Fort Victoria** take down two pirate-held ships with zero resultant casualties this week. The following is the press release from the Royal Navy. A Royal Marines Commando guards suspected pirates off the Somali coast after the Royal Navy liberated its second hijacked vessel in a week. It’s thought they were

using the fishing boat Hibid Fidi as a 'mother ship' – until **HMS Somerset** pounced, boarded the dhow, freed its Pakistani crew and detained the men holding them against their will.

The action comes just days after **RFA Fort Victoria**, which is leading a NATO counter-piracy mission in the region, freed 23 sailors from the Italian bulk carrier MV Montecristo after a 500-mile dash across the Indian Ocean. It took an overwhelming show force from Royal Marines, raiding craft and a Lynx to force the hijackers to give in. A similar show of force was evident in the case of Hibid Fidi some 100 miles off Somalia – one Merlin from 829 Naval Air Squadron in Culdrose, Somerset's sea boats packed with elite green berets and specially-trained Royal Navy boarding teams, and the frigate's upper deck guns manned. The Devonport-based frigate has recently arrived in the region, taking over from her sister **HMS Monmouth**. Somerset spent the month-long passage from the UK to her operational area honing her boarding and counter-piracy skills both in the Mediterranean and east of Suez. Practice made perfect in the textbook take-down. The frigate was on patrol under the banner of the Combined Maritime Forces – the Bahrain-based international coalition of 25 nations determined to sweep criminal activity from the waters of the southern Red Sea, the Gulf of Aden, the Somali Basin, the Arabian Sea and the Indian Ocean. She was alerted to the actions of the 100-tonne fishing dhow Hibid Fidi, which was not acting the way a fishing vessel would normally behave in these waters.

HMS Somerset's Merlin was scrambled to shadow the dhow before the frigate's Commanding Officer, Cdr Paul Bristowe, sent in his commando boarding team. Once the dhow was under their control, it became evident that the Pakistani crew were being held against their will by the Somalis – whose weapons were then seized and destroyed.

The suspected pirates were subsequently handed over to Coalition forces. Cdr Bristowe said:

"This was a good day for the UK and Combined Maritime Forces – and another victory for all nations who rely on these waters for trade or fishing stock. "We have not only set free these fishermen, but denied criminal elements the use of an ideal command platform. "Our extensive training set us up for success. Somerset's team reacted calmly and professionally in this swift and effective boarding." Meanwhile, the owners of the Montecristo have conveyed their thanks to Fort Victoria for saving their ship from the pirate scourge last week. The president of the Livorno-based Dalmare line, Nello D'Alesio, has written to Capt Shaun Jones RFA, the supply ship's Commanding Officer, and offered the RFA-Royal Marines-Fleet Air Arm-Royal Navy team aboard "our utter and most felt gratitude". Signore D'Alesio continues: "We want you to know that the D'Alesio Group does not take for granted what has been done to save our ship – but most of all our men. "We would really appreciate if you would consider extending our gratitude to your entire crew and whoever else was involved in this delicate and successful operation." **Source: gCaptain**



The **DELTA PIONEER** seen outbound from Rotterdam – **Photo : Willem Kruit ©**

Back

EU Navfor has hit back at accusations the military is soft on suspected Somali pirates caught ready for action at sea, reports Tradewinds Gangs busted with rocket propelled grenades, ladders, barrels of fuel and other equipment in a skiff are routinely stripped of their tools and set back home, much to the frustration of those in the shipping industry.

Keith Blount, chief of staff at EU Navfor in Northwood, says arresting the pirates would be like imprisoning a law-abiding sports car driver as he has the capacity to speed. "The pirates are fully equipped to commit a crime in the same way as a Ferrari driver is fully equipped to do 150 miles per hour on the road," Blount told assembled media this week. "The same law applies to us in that circumstance as it does in this case. With no crime having been committed it is a bit like stopping a Ferrari driver doing 70 miles per hour on the M1, smashing his car up and putting him behind bars because he has the potential to do 150 miles per hour. "These guys have the potential to commit piracy, but they have not done so at the time." He accepts stripping pirates of their equipment does not put them out of the game forever, "but they do not like it". Blount says it is a "misnomer" that naval forces do not arrest pirates if the

opportunity presents. "Within the legal framework which exists we lock pirates up when we have caught them in the act and they have committed a crime," he said. "You will see there are over 1,000 pirates in prison worldwide and many more in the judicial system." **Source : ShipTalk**



The **MARE AMBASSADOR** seen arriving in Rotterdam – Europoort – **Photo : Jan Oosterboer ©**

A banner for Multraship Towage & Salvage. On the left is a logo consisting of a blue square with a yellow stylized 'M' and 'S' intertwined. To the right of the logo, the text 'MULTRASHIP' is in large blue letters, with 'TOWAGE & SALVAGE' in smaller blue letters below it. Below the logo and text, the website 'www.multraship.com' and the phone number '+31 (0) 115 645 000' are listed. The background of the banner shows a large ship being towed by a tugboat.

NAVY NEWS



Above seen the Canadian Navy Halifax Class **HMCS VANCOUVER FFH331** during man overboard exercise shortly after leaving Grand Harbour, Malta on Friday 21st October, 2011.

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

Russian defence industry revolt

While both Russian missile producers and the aircraft constructors finally have agreed to the terms offered by the ministry, the shipbuilding industry still refuse to accept the ministry's budget conditions. The main reason is the major costs and unpredictability linked with the construction of submarines. According to RIA Novosti, the budget offered by the ministry is "tens of billions of rubles" lower than the demand of the United Shipbuilding Corporation.

However, it took quite some time for the Defence Ministry to agree also with the other producers of military hardware. The United Aircraft Construction Corporation long refused to complete the construction of eleven YAK-130 fighter jets to the price offered by the ministry. The price offered did not correspond with the costs related to the construction of the aircrafts, a source close to the industry told newspaper Kommersant. Negotiations were tough also with the Moscow Institute of Heat Energy, the state company which is responsible for the construction of the Bulava missile, the highly advanced weaponry designed for the fourth generation Russian strategic subs, Newsru.com reports.

The situation in the shipbuilding industry still differs from the other military sectors. According to a source from the Russian military-industrial complex, the Ministry of Defence had to cash out 50 billion RUB for the first Graney-class (Yasen) attack submarine, the "[Severodvinsk](#)" and the second vessel of the class, the "[Kazan](#)", will become far more expensive, as much as 110 billion RUB. That is more than twice the price of the strategic submarines of the Borey class, the source told Izvestia. The Russian Defence Ministry wants a total of up to ten Graney-class subs to be build by 2020. That will alone account for five percent of the total defence budget in the period.

The Sevmash yard in Severodvinsk, which is responsible for the construction of the new submarines, argues that it can not produce the vessels for the price offered by the ministry. A representative of the United Shipbuilding Corporation in August told newspaper Vedomosti that both the Sevmash yard and the Zvezdochka yards, as well as the Admiralty yard in Sankt Petersburg, were on the verge of collapse following insufficient funding from the defence authorities. If the ministry does not take the measures needed, the yards will not be able to pay their workers and the construction of 13 major projects together worth up to 40 billion RUB will be stalled, the source said. The defence ministry however insists that both Sevmash, Zvezdochka and the other yards reduce costs and step up efficiency. If not, consequences will follow, newly appointed Deputy Defence Minister Aleksandr Sukhorukov said in a recent press conference. He confirms that Nikolai Kalistratov was fired from his post as leader of Sevmash in Severodvinsk because of the yard's inability to complete construction works in line with the ministry requirements. Also other leaders of military plants have been fired for the same reason, Nezavisimaya Gazeta reports.

In that same press conference, the new top defence official also outlined major reforms in the Russian military-industrial complex. According to Sukhorukov, a total of three trillion RUB will be spent until 2020 on the modernization of the defence industry. That will make the Russian Armed Forces able to replace outdated weaponry with new top modern equipment. By year 2015, the Army and the Fleet will have replaced 30 percent of their current weaponry with new equipment. By 2020, the figure will rise to 60-70 percent, Rossiiskaya Gazeta reports. In addition, new requirements on quality and efficiency will be introduced. The major defence spending has triggered major controversy in domestic Russian politics. As reported by BarentsObserver, the military investments were one of the official reasons why Sergei Kudrin eventually had to leave his post as Russian finance minister. Kudrin criticized President Medvedev for his high focus on military investments. Medvedev responded that "Russia will always spend a lot of money on its Armed Forces" and subsequently dismissed the experienced minister. **Source : BarentsObserver**



The Australian ANZAC frigate **FFGH 152 WARRAMUNGA** seen departing from Semabawang (Singapore)

Photo : Robin van Singerwood ©

SHIPYARD NEWS

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The **VESTANHAV** was launched at the **Ferus Smit** yard in Foxhol (Netherlands) Photo : Kees de Vries ©

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



The **STHANDART** seen in the historic drydock **Jan Blanken** in Hellevoetsluis – **Photo : Eric Verdam ©**

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The **LOIREBORG** seen enroute Amsterdam – Photo : Marcel Coster ©

Concor service to Karaikal port begins

The first train carrying shipping containers from the Tondiarpet facility, near Chennai, of Container Corporation of India reached the Marg Karaikal Port at Karaikal on October 19. This service could ease congestion at Chennai port's two private container terminals. Due to the congestion, export containers were not accepted at Chennai between October 14 and 17. The Department of Customs permitted the trade to use the Karaikal port as a transshipment port for containerised cargo.

There will be regular container train services linking Karaikal port with Concor's inland container depots and container freight stations across the country, according to a press release issued by Marg Ltd, which runs the private port located in southern Puducherry and adjacent to Tamil Nadu's Nagapattinam port.

Karaikal port is the only all-weather, deep-water, multi-commodity port between Chennai and Tuticorin and is strategically located in the middle of this 680 km of coastline. The project was awarded to Marg by the Puducherry Government in 2006 to build the port under build, own and transfer basis. The port is being developed in three phases with the final phase expected to be operational by 2016 with a total of nine berths capable of annually handling up to 50 million tonnes of cargo. **Source : The Hindu Businessline**

Wärtsilä and European Investment Bank agree on EUR 150 million loan for R&D activities

The European Investment Bank (EIB) has granted a EUR 150 million loan to Wärtsilä to finance the company's research, development and innovation activities in several European countries. Wärtsilä will invest the funds during 2011-2012 in research activities aimed at further developing the company's engine technology for both marine and power plant applications. The contract for this 10-year loan was signed in Helsinki, Finland on October 21, 2011.

Wärtsilä has undertaken a major research and development initiative to further develop its 4-stroke engine portfolio as part of the company's strategy. The principal aim of the initiative is to further strengthen Wärtsilä's technology leadership position, and to improve its competitive edge in the global marine and energy markets. Wärtsilä will focus on developing engines that are more efficient, more reliable, and with lower lifecycle costs and improved environmental performance. Wärtsilä's research centers for engine technology are located in Finland, Italy, Spain and Switzerland. In 2010, Wärtsilä's total expenditure in research and development was EUR 141 million. "We are happy to sign this agreement with Wärtsilä, which will bring substantial benefits to the transport and energy sectors in environmental performance and fuel efficiency. These are key considerations for the EIB's involvement in the world maritime equipment, as well as in the power generation sector," said Wilhelm Molterer, EIB Vice President responsible for Finland, at the signing ceremony.

"This R&D loan is a continuation of the longstanding and strong co-operation between the European Investment Bank and Wärtsilä. The loan is highly appreciated as it is an important building block in the long-term funding of investments in research and development work. Cutting edge R&D operations are the key to retain the position of the most competitive supplier in a fast changing global market. Furthermore, this loan also adds to the solid funding position of Wärtsilä that is underlined with the current volatility in the European financial markets," says Raimo Lind, Executive Vice President and CFO, Wärtsilä Corporation. The key areas of Wärtsilä's research and development operations are 4-stroke engines, 2-stroke engines, propulsion, which includes propulsion thrusters, fixed and controllable pitch propellers, as well as gear box systems, seals and bearings, including their integration. In addition, Wärtsilä has been a pioneer in introducing dual-fuel technology for 2- and 4-stroke engines and during recent years has launched a series of gas engines, which offer outstanding fuel flexibility. Other technologies, such as fuel cells and the use of biofuels in combustion engines, are also central areas of research. Wärtsilä's successful product development also includes various exhaust gas after treatment solutions, such as scrubbers and Selective Catalytic Reduction (SCR) catalysts for reducing emissions of harmful sulphur oxides (SOx) and nitrogen oxides (NOx), respectively. Wärtsilä's R&D activities employ some 700 specialists globally. **Source: Wärtsilä**



Above seen an impression from the autumn-traffic in the Great Belt, the traffic way through the Danish Islands. Behind of the "**LIBRA RIO**" you can see the "**MSC LIESELOTTE**" and the "Storebaelt"-Bridge between the Islands of Fynen und Seeland. **Photo : Frank Behling ©**

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The **PACIFIC 18** seen westbound in the Singapore Straits – Photo : Piet Sinke ©

Ships and Ports

On 4th and 5th November 2011 the London and Bristol Channel Branches of the Nautical Institute will be holding a conference in Bristol – “**The Ship/Port Interface – Can it be made more efficient**”. The conference is being supported by the Nautical Institute HQ as part of their Command Seminar Series of events for 2011.

It will bring together a range of interests to discuss how they see their contributions and obligations to the visit of a ship to a port and how they see their relationship with the vessel and its crew. A serving ship's master will present the views of those on the ship. The aim is to help delegates understand what each element in the chain requires to make the port call more efficient. The conference will be jointly chaired by the President and the Vice President of the Nautical Institute. On the Friday evening there will be a Gala Dinner at which the guest speaker will be Vice Admiral Sir Timothy Laurence. Full details of the conference and a booking form can be found at <http://www.nautinst.flinthosts.co.uk/london/>

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ZWERVER III LAUNCHED IN ZWIJNDRECHT



Above seen the launch of the Multi purpose DP-1 Support Vessel "**Zwerver III**" of **HvS Dredging Support BV** last Friday in Zwijndrecht (The Netherlands). More details can be found on: www.hvsds.nl Photo : **Piet van Roon** ©

New liner services reinforce container traffic between Hamburg and Russia

Starting in November 2011, two new feeder line services will be scheduled for regular sailings between the Port of Hamburg and Russia. The shipping company Team Lines will be using the RUS 2 Service in the Hamburg – St. Petersburg – Hamburg – Bremerhaven – Hamburg rotation to augment its RUS 1 service handled by its own vessels with capacities of OOCL for containerised shipping to this key market region. The first ship will be sailing from Hamburg on 7 November. The Swan Container Line has also included Hamburg in its weekly schedule for its St. Petersburg service. On the Hamburg – St. Petersburg – Rotterdam – Hamburg rotation, two 900 TEU container vessels link Germany's largest seaport with Russia. In addition, the shipping company Unifeeder has announced plans to include the new Russian container terminal in Ust-Luga in its schedule starting in November. Accordingly, the shipping company is the first to add the new terminal at the gates of St. Petersburg to its liner services. Ust-Luga was set up as a complement and an alternative to the terminal partly operating at maximum capacity in the port of St. Petersburg. Moreover, this region of the Baltic Sea is less prone to becoming ice-bound in winter. For the Port of Hamburg, the new terminal in Ust-Luga will play an important role for handling cargo shipped to and from Russia. As part of the port soiree organised by Port of Hamburg Marketing (HHM) in St. Petersburg, the development enterprise Ust-Luga Company AG invited the HHM member companies to an exclusive tour of the new terminal premises. Over 250 guests attended the reception of the Port of Hamburg in the restaurant "Le Vernissage" at the Hotel Ambassador in St. Petersburg, including a high-calibre business delegation headed by Senator Frank Horch, President of the Ministry for Economic Affairs, Transport and Innovation, 50 guests from Hamburg and the metropolitan region as well as numerous representatives from local and regional political circles and the business community. Russia is the most significant trading partner for the Port of Hamburg in the field of European container transportation. World-wide, Russia ranks in third position on the list of the top trading partners of the Port of Hamburg. In the first half of 2011, the volume of containers transhipped between Hamburg and Russia, at 276,000 TEU, turned out well above average,

equivalent to a growth rate of 45 per cent year-on-year. For the first half of 2011, the region of St. Petersburg registered a 5 per cent increase in total seaborne cargo handling. This trend will continue following the completion of the port of Ust-Luga.



The **VERA RAMBOW** seen enroute Rotterdam – Photo : Harry van den Berg ©



Brilliant Jupiter being pushed into Clinton Coal Facility No 2 with **Smit Yallarm** and **Smit Tondoon** 23-10-2011"
Photo : Andrew Mackinnon – www.aquamanships.com ©

Boskalis acquires mining contract in Surinam

Royal Boskalis Westminster (Boskalis) has been awarded a contract for the mining of bauxite in Lelydorp nearby Paramaribo, Surinam. The contract value is approximately €125 million and was awarded by Suralco LLC, an indirect joint subsidiary of Alcoa Inc and Alumina Ltd. Work is set to commence shortly and it is due to be completed early 2015. The onshore total mining project includes the removal of overburden material, the excavation of bauxite and the hauling and delivery of bauxite to the Suralco refinery at Paranam, Surinam.

Boskalis will remove approximately 20 million m3 of overburden material. The overburden material will primarily be removed by a cutter suction dredger, after which the mine pit will be pumped dry allowing the deployment of dry earth moving equipment to excavate the remainder of the overburden material overlaying the bauxite. Boskalis will subsequently excavate approximately 3.8 million tonnes of bauxite with dry earthmoving equipment and transport this to the Paranam refinery which is located approximately 12km from the mining area. Source : dredging news online



The CITRON seen approaching the IJmuiden locks - Photo : Erwin Willemse ©

BOEKBESPREKING

Door : Frank NEYTS

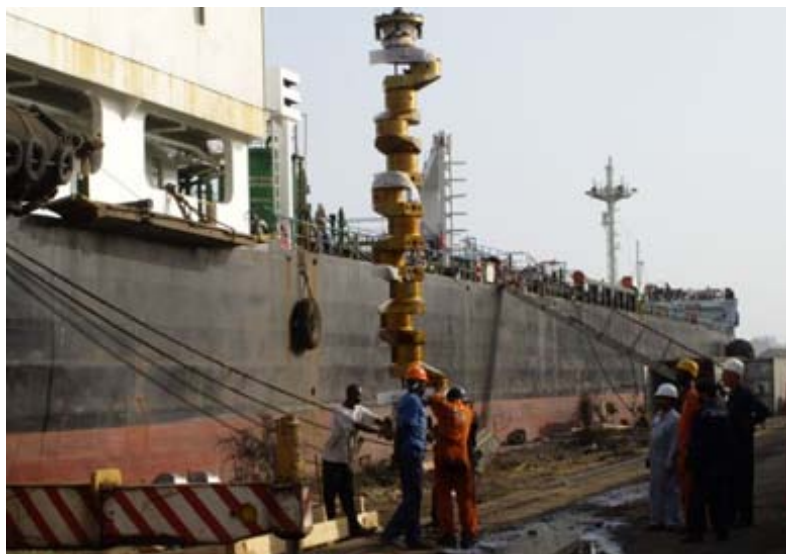
“Het Slavenschip Leusden”

Bij Uitgeversmaatschappij Walburg Pers verscheen onlangs “Het Slavenschip Leusden. Slavenschepen en de West-Indische Compagnie 1720-1738”, geschreven door Leo Balai. Op 1 januari 1738 verging voor de monding van de Marowijnrivier in Suriname het slavenschip “Leusden” van de West-Indische Compagnie (WIC). Van de 716 in Afrika ingescheepte gevangenen overleefde er slechts 16 de ramp. Hoewel het ongetwijfeld de grootste tragedie is uit de Nederlandse scheepvaarthistorie, is deze ramp vrijwel onbekend.

De “Leusden” was een van de laatste WIC-schepen die slaven vervoerden en bovendien het enige dat exclusief voor dit doel werd ingezet. Per reis transporteerde het schip gemiddeld 660 slaven – geketend en dicht op elkaar liggend – naar het Caribisch gebied. Eenmaal op zee waren slavenschepen varende gevangenis, waar een wreed regime heerste. Met name doordat ziekten vrij spel hadden in de ongezonde atmosfeer van de scheepsruimen, overleefden veel slaven de overtocht niet. Van haar eerste reis in 1720 tot aan haar ondergang in 1738 voerde de “Leusden” in totaal 10 slaventochten uit, waarbij slecht 73% van de slaven levend de overzijde bereikte. Er is tot nog toe bijzonder weinig onderzoek gedaan naar de specifieke schepen die de transatlantische slavenhandel mogelijk maakten. Wellicht heeft de morele verontwaardiging – dan wel schaamte – over het fenomeen slavernij objectief onderzoek altijd in de weggestaan.

“**Het Slavenschip Leusden**” (ISBN 978-90-5730-729-4) telt 368 pagina's, en werd als softback uitgegeven. Het boek kost 34.50 euro. Aankopen kan via de boekhandel of rechtstreeks bij Uitgeversmaatschappij Walburg Pers, Postbus 4159, 7200BD Zutphen. Tel. +32(0)575.510522, Fax +31(0)575.542289. . In België wordt het boek verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. 053/76.72.26, Fax 053/78.26.91, E-mail: info@agorabooks.com

CRANKSHAFT CHANGE-OUT IN DAKAR



Above and left seen the Bitumen tanker mt **Biskra** in Dakar Senegal during the change out of crankshaft for a Sulzer 6ZAL40S engine. The Wärtsilä team is executing the works with 2 guys from Wärtsilä Netherlands together with the Indian crew.

Photo's : Gerard Verwoert ©
Wärtsilä Netherlands Fieldservice Benelux b.v.

Nigerian Ports Record Increased Container, Vehicular Traffic

The nation's seaports, especially the ones situated in Lagos and Onne, Rivers State, have continued to record an increase in container and vehicle traffic in the last three months. Statistics recorded by the management of Nigerian Ports Authority (NPA) for the month of August this year has shown a steady increase in container and vehicular traffic as against the same period last year. The NPA had since 2006 remained a landlord following the concessioning of the nation's seaports to private operators. The exercise, which was supervised by the Bureau for Public Enterprises (BPE), was sequel to the economic reforms programme initiated by Chief Olusegun Obasanjo's administration. Since then the concessionaires had taken over the day-to-day running of the nation's seaports with a significant reduction in cargo dwell time (CDT). According to the statistics made available to THISDAY, laden container throughput for the

month of August this year stood at 71,263TEUs. This showed a 21.9 per cent increase over the same period of August last year, which stood at 58,470 TEUs.

In the same vein, empty container throughput stood at 50,456TEUs. This showed a rise of 12.6 per cent over that of August 2010 which stood at 44,822. Similarly, vehicular traffic in the month under review stood at 22,722 units representing a 30.2 per cent increase over the August 2010 figure of 17449 units. Within the period under review, the ports also witnessed increased gross tonnage of vessels as against the same period in 2010. Available statistics showed the total gross tonnage of the ocean going vessels stood at 10,026,813, which showed a 6.2 per cent increase over the same period of August 2010 figure of 9,437,966. The gross tonnage of the coastal vessels was 652,437 a rise of 32.3 per cent over the August 2010 figure of 493,053. Other performance indicators showed that the average turnaround time of vessels for all ports was 6.1 days compared to 6.6 days in August 2010. Giving an insight into the steady increase recorded within the period under review, the authority said its commitment to regularly dredge the channels in order to attract bigger vessels with large cargo volume was a reflection of the improvements witnessed in port operations at the nation's seaports. It also attributed the increase to the on-going and consistent efforts made to rid the nation's channels of critical wrecks and ensuring that Nigerian channels were safe and secure Managing Director of NPA, Mr. Omar Suleiman, has called for the support and co-operation of all stakeholders to sustain the momentum in the months ahead. According to the NPA boss, it would do everything possible to ensure the strict implementation of recent presidential directive on the streamlining of agencies at the ports so that it could realise its dream of making Nigerian ports the hub in the West and Central African Sub-regions. **Source: ThisDay Live**



The **EVELYN MAERSK** seen outbound from Singapore – Photo : Capt. Jelle de Vries ©

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.... PHOTO OF THE DAY



Spotted in Hong Kong last Friday the replica of **Bounty**, named **H.M.A.V. Bounty**, and informally known as "**Bounty III**", was built in New Zealand in 1979 and used in the 1984 Dino De Laurentiis film **The Bounty**. The hull is constructed of welded steel oversheathed with timber. For many years she served the tourist excursion market from Darling Harbour, Sydney, Australia, before being sold to HKR International Limited in October 2007. She is now a tourist attraction (also used for charter, excursions and sail training) based in Discovery Bay, on Lantau Island in Hong Kong, and has an additional Chinese name 濟民號 – **Photo : Piet Sinke ©**