

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 302



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The Fure Star inbound for Grangemouth on 26/10/2011
Photo : Iain Forsyth (c)

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SC LYNX of Sima Charters seen last Thursday full speed inbound for Maassluis. Together with **SC Puma** and latest newbuilding **SC Cheetah** the multipurpose tenders have a nomination for the **2011 Dutch KVNR shipping award** which is a annual award to promote innovation in the maritime industry. **photo : Cees Kloppenburg ©**

Philippines shuts its largest maritime school

THE Philippines has closed down the maritime education programmes of the country's oldest and largest maritime school, allegedly for failure to comply with local and international standards. Ordered closed were courses of the Manila-based PMI Colleges in Bachelor of Science in Marine Transportation and Bachelor of Science in Marine Engineering. Established in 1948 as the Philippine Maritime Institute, the school had grown to become the largest nautical school in the country with its three campuses producing 3,500 deck and marine engineering graduates annually. Over the years, however, the quality of education had declined, forcing the state Commission on Higher

Education (CHEd) to suspend its maritime education courses, which accounts for the bulk of its enrolment. CHEd executive director Julito Vitriolo said the decision was reached after the school failed to rectify deficiencies pointed out by the commission since 2006. These deficiencies are reported to involve deficiencies relating to facilities and faculty development

In a resolution issued by the CHEd, the agency said that from the second semester of the school year 2011-2012 the two maritime programmes of PMI Colleges would be closed 'in view of the consistent failure of the school to comply with the standards of the said programmes in accordance with the STCW (Standards of Training, Certification and Watchkeeping) and CHEd requirements'. The CHEd is the state regulatory agency for public and private degree-granting educational institutions in the Philippines. The closure of PMI College's maritime programmes comes on the heels of a threat by the European Maritime Safety Agency to ban Filipino seafarers from European Union-flagged ships because of deficiencies in the country's maritime education system.

Alarmed by the possible loss of thousands of crewing jobs, the Philippines has cracked down on the country's 80 or so maritime schools and training centres. Apart from the PMI Colleges, the CHEd reported that it would close down three more substandard maritime schools. In the meantime, the PMI Colleges called the closure order 'unfair and baseless'. The school pointed out that 'it had addressed all non-compliances raised in recent audits such as facilities improvement and faculty development, including the installation of two full mission ship's bridge simulators in two of its campuses'. The school also said that its legal counsels would take the necessary actions to contest the CHEd decision. **Source :** **Businesstimes**



The **CFL PROSPECT** seen outbound from Rotterdam – **Photo : Kees Torn ©**



Dick Boon wins ISS Business Person of the year Award

Vripack is extremely pleased to announce that **Mr. Dick Boon**, founder of Vripack, won the **ISS Business Person of the Year award**. The perfect coronation on the 50th anniversary of Vripack and a perfect start of the **Fort**

Lauderdale Boat Show 2011. 500 guests witnessed the founder of Vripack winning the Business Person of the Year Award. The **ISS Business Person of the Year** award recognizes an industry leader who has made significant contributions to the yachting industry. The selection is done by a voting process of the Design Awards Nominating Committee.



Mr. Dick Boon regretted that he could not personally attend the awards ceremony but wrote in a personal note; "Designing yachts has been my greatest passion since childhood. Perhaps it is because the world consists out of more water than land, or perhaps it is because my ancestors lived on a small island called Texel, where they already

worked in the shipping industry. I feel lucky because I was able to make a profession out of my passion. I am therefore especially pleased that my work has been noticed and that I have been nominated for this award and I feel honored by the jury's appreciation".

Marnix J. Hoekstra says; "**Mr. Boon** receiving this international recognition is inspiring for our entire team. We are very proud and on behalf of the Vripack Team we would like to congratulate **Dick Boon** with this well deserved award".



The TSHD **VOX MAXIMA** seen enroute Rotterdam – **Photo : Ria Maat ©**

Demolition of dry bulk ships hitting new records: Navios execs

Demolition of dry bulk ships has reached record levels in deadweight tonnage terms due to a combination of low freight rates, high fuel costs and high prices being offered by ship breakers to owners, executives with a major listed dry bulk shipowner said. As of October 14, 300 dry bulk carriers, aggregating 19.6 million dwt, had been sold for scrap so far this year, beating by 160% the previous record of 12.2 million dwt set in the whole of 1986, Frangou Angeliki, chairman and CEO of Navios Maritime Partners told analysts on a conference call to discuss the company's third-quarter results.

The number of dry bulk carriers sold for demolition so far this year represented 3.65% of the global dry bulk carrier fleet, she said. Last year 5.8 million dwt of dry bulk tonnage was sold for scrap, representing just 1.3% of the global fleet. George Achniotis, senior vice president of business development at Navios Maritime, said an average of 1.2% of

the world fleet was committed for demolition each year in the period 2000-2010, inclusive. Of the 300 dry bulk carriers sold for demolition this year, 64 were Capesize bulkers, but gave no comparison for prior years, he said.

At the current level of demolition, Achniotis said, the industry is set to commit 24.9 million dwt of dry bulk tonnage for demolition in the whole of 2011, representing 4.7% of the existing global dry bulk fleet. The ongoing problem of delayed deliveries of new ships from ship builders was continuing this year, with around 31% slippage from the schedule so far in 2011 as of the end of September, he said. Last year, the size of the global fleet swelled to 536.4 million dwt, up from 459.2 million dwt, Achniotis said. During 2011, the rate of slippage from scheduled deliveries from the yards amounted to 38%. For 2011, while the amount of new ships entering the market was likely to exceed that for 2010, he said, "the rate of slippage and taking the volume of scrapping so far this year, the net fleet growth may not be as large as seen in 2010." Around 11.4% of the global dry bulk fleet was over 20 years of age, of which 11.4% is more than 25 years, "which gives scrapping potential for another 106 million dwt," Achniotis said.

HIGH INCENTIVE FOR SCRAPPING

Achniotis said the incentive for owners of such ships to scrap, because of low freight rates and the current price levels being offered to shipowners by demolition yards would yield an owner approximately \$11 million-\$12 million for a Capesize, which was the equivalent to around 30% of the secondhand value of a five-year-old Capesize bulk carrier.

Navios is a major carrier of iron ore, coal and grain, owning and operating six Capesize dry bulkers, nine Panamaxs and one Supramax. According to a slide presentation at the analysts' call, Navios Maritime lists Constellation Energy, Rio Tinto, ArcelorMittal and Vitol from the world of metals, mining and energy among its top 15 customers. The shipowner derived 7.5% of its revenues in Q3 from Constellation Energy, 5.7% from Rio Tinto, 1.09% from ArcelorMittal and 1.3% from Vitol. Its biggest customer was STX Pan Ocean, one of the world's largest vessel owner/operators and carrier of iron ore and coal in its own right, and accounting for 13.2% of Navios Maritime's revenues. Earlier Monday, the company reported a sharp increase in third-quarter revenues, helped by the effects of operating a larger fleet, but flat income, caused largely by a lower fleet utilization rate. In the three months to September 30, revenues rose to \$48 million from \$38 million in the corresponding 2010 period, but net income only grew to \$16.6 million from \$16.3 million a year earlier. The company said the increase in revenue was largely attributable to operating a fleet with two additional ships in Q3 2011 compared with Q3 2010. Navios reported fleet utilization in Q3 2011 of only 90.8% compared with 99.9% in Q3 2010. It did not specify what caused the lower utilization rate, other than attributing it to "unspecified off-hires." This cost the company \$3.8 million in the quarter, it said. Lower freight rates resulted in reduced time charter equivalent earnings of \$28,992/day per ship in Q3 2011, down from \$29,978/day per ship in Q3 2010. In the first nine months of the year, revenues rose sharply to \$136.5 million from \$100.7 million in the corresponding 2010 period. Net income rose to \$46.7 million from \$42.1 million.

Source: Anthony Poole, Platts



China Cosco Predicts Annual Loss on 'Severe' Dry-Bulk Market

China Cosco Holdings Co., the nation's largest shipping line, predicted a full-year loss because of plunging rates for carrying commodities and containers. The "declining international shipping market, especially the severe situation in the international dry-bulk shipping market" has hurt earnings, the Tianjin-based company said in a statement yesterday. It didn't give a loss forecast. It reported a 2.1 billion yuan (\$330 million) loss for the third quarter.

Chairman and Chief Executive Officer Wei Jiafu, 61, will become non-executive chairman as Cosco contends with global overcapacity that has hammered freight rates. The company's average container rates fell 26 percent on transpacific routes from a year earlier in the third quarter and by 41 percent on Asia-Europe services, according to Bloomberg calculations. "The dilemma for container-shipping lines now is that the more cargo you carry, the more money you lose," Huang Wenlong, a Hong Kong-based analyst with BOC International Holdings Ltd., said before the

earnings announcement. A recent pick-up in dry- bulk rates is also “unsustainable,” he said. The shipping line declined 2 percent in Hong Kong trading to HK\$4.34 as of 11:24 a.m. The stock slumped 47 percent in third quarter and has since surged 34 percent on speculation an economic rebound may revive trade.



Cosco's **LE CHANG** seen westbound in the Singapore Straits yesterday afternoon – Photo : Piet Sinke ©

Ma Zehua will take an executive director and vice chairman role at China Cosco as part of the management reshuffle. Ma won't become CEO at present, a Cosco spokesman said by phone. The spokesman declined to be identified, citing company policy. Ma joined Cosco's state-owned parent as general manager in August from smaller rival China Shipping (Group) Co. Wei became chairman of the parent at the same time. Wei, who was previously president, said then that he would focus on long-term strategy, while Ma would run day-to-day operations. Sales at China Cosco's container-shipping unit slumped 21 percent in the third quarter even as volumes rose 14 percent. Asia-Europe sales fell 33 percent, while volumes climbed 13 percent. China Cosco, China Shipping Container Lines Co. and other lines delayed peak-season surcharges on Asia-U.S. routes in the third quarter because of an expanding global fleet and as economic concerns damped demand for back-to-school and holidays goods. China Shipping posted a net loss of 951 million yuan in the period. China Cosco, which had payment disputes with shipowners earlier this year, reduced the size of its dry-bulk fleet by 32 vessels in the third quarter to 403. The cuts included returning 17 chartered-in Panamax vessels and three capsizes. The amount of commodities it carried in the period fell 1.8 percent from a year earlier to 67 million tons. The shipping line's results were below expectations and it will likely “see less margin expansion than competitors” as it may pay higher fees for additional charter capacity in the aftermath of the disputes, Barclays Capital analyst Jon Windham said in a research note today. The Baltic Dry Index, a benchmark for commodity-shipping rates, averaged 1,534 in the third quarter compared with 2,353 a year earlier. It closed at 2,091 yesterday. Source: Bloomberg



The **HANJIN BUENOS AIRES** seen outbound from Rotterdam – Photo : Ruud Zegwaard ©



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The **ATLANTIC ELAND** seen in Cape Town – Photo : Aad Noorland ©

GENOMINEERDEN PRIJSVRAAG 'SCHIP VAN DE TOEKOMST' ZIJN BEKEND

Bezoekers van Europort 2011 bepalen het winnende ontwerp

De **Proeftuin Maritieme Innovatie** maakt bekend dat de 10 genomineerden voor haar Studentenprijsvraag '**Schip van de toekomst**' zijn geselecteerd. Één van hen wint de hoofdprijs van € 1000,-. Wie deze prijs wint bepaalt de bezoeker van Europort. Zo worden de 10 ontwerpen geëxposeerd bij de entree van beursshal 8. Via stemkaarten kan de bezoeker zijn/haar mening over de ontwerpen geven. Het ontwerp met de meeste stemmen wordt op vrijdag 11 november door burgemeester **Antoin Scholten** van Zwijndrecht bekend gemaakt.

De genomineerde inzendingen zijn grotendeels afkomstig van studenten van het Maritiem Instituut De Ruyter in Vlissingen en de Hogeschool voor de Zeevaart in Rotterdam. Ontwerpen als 'FLO-Ship7', Battery Boat', 'The Blue Future' en 'Trinergy' zijn van dinsdag 8 november tot en met donderdag 10 november te bewonderen en te beoordelen op Europort 2011 bij de entree van beursshal 8. Op donderdag 10 november om 17.00 sluiten de stembussen en worden de stemmen geteld.

Prijsuitreiking

Op vrijdag 11 november om 11.00 uur vindt de prijsuitreiking van de studentenprijsvraag 'Schip van de Toekomst' plaats in de Holland Lounge van het Maritime by Holland Paviljoen in beursshal 1. De genomineerden krijgen de gelegenheid een korte toelichting te geven bij hun ontwerp waarna burgemeester van Zwijndrecht en portefeuillehouder Economie Drechtsteden, Antoin Scholten, het populairste ontwerp bekend zal maken. De bedenker(s) van het winnende ontwerp ontvangt € 1000,- .

De 10 genomineerde ontwerpen zijn tijdelijk al beschikbaar via www.proeftuinmaritiemeinnovatie.nl. Het uitbrengen van een officiële stem op een ontwerp naar keuze is alleen mogelijk op Europort 2011.

Proeftuin Maritieme Innovatie

Deze studentenprijsvraag is een project van de Proeftuin Maritieme Innovatie. De Proeftuin Maritieme Innovatie is geïnitieerd door Werkgeversvereniging Drechtsteden. Het programma stelt zich ten doel de innovatiekracht van MKB bedrijven in de regio Drechtsteden te bevorderen door innovatiekrachten te bundelen. Bij de Proeftuin Maritieme Innovatie zijn de volgende partijen aangesloten: EICB, Scheepsbouw Nederland, Werkgeversvereniging Drechtsteden, Hogeschool Rotterdam, Da Vinci College, IN Holland Delft, Hogeschool voor de Zeevaart Rotterdam. Het projectmanagement van de Proeftuin Maritieme Innovatie wordt uitgevoerd door HME.

De Proeftuin Maritieme Innovatie investeert in uw toekomst. Dit project wordt mede mogelijk gemaakt door het Europees Fonds voor Regionale Ontwikkeling.



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The **Salveritas** berthed in Gibraltar Harbour having arrived on 7th October towing the rig **Etesco Millenium** from Brazil, to Gibraltar. **Photo : Chris Brooks - www.ShipFoto.co.uk ©**

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The **XANTHIA** seen enroute Moerdijk – Photo : Marijn van Hoorn ©

Looking At Sister Ship and Associated Ship Arrest

The arrest of vessel is a powerful legal weapon that is used to secure appearance of ship owners in maritime proceedings. Once a vessel is seized, the court maintains possession of the vessel and the owner loses all control. Securing the arrest of a vessel does not depend on showing an arguable claim or satisfying the court that any judgment to be awarded to the claimant eventually may not be met. All that is required is to show a strong prima facie claim that is enforceable by an action.

As a result of the fact that sister ship arrest forestalls ship owners or offending ships from escaping, ship owners devised new tactics to circumvent the sister ship concept. In recent times ship owners register their vessels in the name of different companies thereby making it very difficult for sister ship owned by the same person to be arrested, since it is owned by different corporate entities. In order to tackle this challenge, the South African Admiralty Jurisdiction Regulation uses the associated ship concept, whereby the ship-arrest provision was introduced into South African legislation as an extension of the English sister ship provisions.

The South African provisions permit piercing of the corporate veil. In this respect a vessel owned by a different company from the company which owns the ship concerned is susceptible to arrest simply by virtue of the fact that the two companies are commonly controlled or owned. Ships are associated so long as there is common shareholding in the owning companies and any arrest affected on any of such ship is valid in South Africa. The proactive legislation to lift the corporate veil, in order to expose the disguise by ship owners, makes the Admiralty Jurisdiction Regulation Act of 1983 of South Africa unique. **Source : AllAfrica**

CASUALTY REPORTING



Another ship hits rocks near Tauranga



Further concern about New Zealand's shipping industry was sparked when a second ship ran aground near Tauranga. The 130-metre **Schelde Trader**, which was headed for Noumea, hit rocks after it lost power while leaving the Port of Tauranga shortly after 10.30am. No one was injured in the incident, and the ship did not appear to have suffered any damage, but, coming hot on the heels of the **Rena** disaster, onlookers were panicked.

One woman who witnessed the crash said the boat travelled on the "wrong side" of the buoys and came "rushing towards the rocks". "It was coming on the inside of the channel, it was right in close. It just kept coming and coming," she said. Tauranga man Allan McKee said ship staff dropped the anchor to stop it hitting the rocks, and he had seen large plumes of black smoke billow from the funnel of the ship as it tried to reverse off the rocks.

The ship was towed further out to sea while experts assessed it for damage, and was expected to be brought back into port later today. The **Rena** remains stranded on Astrolabe Reef off Mount Maunganui nearly a month after it ran aground. About 350 tonnes of oil has spilled from the container vessel, killing more than 1000 seabirds and forcing massive coastline clean-ups. Since the **Rena** crash, the Greens have made repeated calls for a Royal Inquiry, and Mr Hughes said today's crash underlined the need for a wider investigation into the shipping sector.

"It's fantastic to hear there's been no oil spilt, there're no injuries and that it was a comparatively minor incident, but it does raise some serious concerns with two accidents in around a month's time at New Zealand's busiest port."

Among his biggest concerns was the deregulation of the industry, the training of Filipino crews, and Maritime New Zealand's preparations and funding. "There are a whole number of questions and we are not necessarily going to get a critical response from either the salvor, Svitzer, or Maritime New Zealand, that's why it has to be independent."

The Maori Party has joined the calls for an inquiry, saying there should be a focus on strengthening regulations on coastal shipping and placing levies on vessels carrying oil. It also called for foreign vessels to be required to have a New Zealand pilot on board at their cost. **Source : Otago Daily Times**



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NAVY NEWS

Canada may buy nuclear submarines

Harper government considers mothballing 4 British-made diesel subs

CBC News has learned the Harper government is considering buying nuclear submarines to replace its problem-plagued fleet of diesel-powered subs, all of which are currently awash in red ink and out of service for major repairs.

The four second-hand subs Jean Chrétien's Liberal government bought from the British navy in 1998 for \$750 million were portrayed at the time as the military bargain of the century. Instead, they have spent almost all of their time in naval repair yards, submerging Canadian taxpayers in an ocean of bills now totalling more than \$1 billion and counting.

One of the subs, **HMCS Chicoutimi**, has been in active service of the Royal Canadian Navy exactly two days in the 13 years since it was purchased from the Brits. The **Chicoutimi** caught fire on its maiden voyage from the U.K. to Canada, killing one sailor and wounding a number of others.

It has been in the repair shop ever since, and isn't expected back in service for at least another two years and \$400 million more in repairs and retrofits. 'In an ideal world, I know nuclear subs are what's needed under deep water, deep ice.' National Defence said this week that one of the subs, the **Victoria**, could be back in service in 2012. The other three would remain out of service until at least 2013. One may not be out of the repair shop until 2016.

By that time, the submarines will have cost taxpayers an estimated \$3 billion, almost enough to have bought all new subs in the first place. But the real problem is that by the time the whole fleet is in active service for the first time in 2016, the submarines will already be almost 30 years old with only perhaps 10 years of life left in them. High-ranking sources tell CBC News the government is actively considering cutting its losses on the dud subs, and mothballing some if not all of them.

Defence Minister Peter MacKay is hinting they might be replaced with nuclear submarines that could patrol under the Arctic ice, something the existing diesel-electric subs cannot do. Outside the Commons this week, MacKay told CBC the government is anxious to have its submarine fleet fully operational as soon as possible, providing a "very important capability for the Canadian Forces." But asked whether the government might look at other subs, MacKay said: "Well there was a position taken some time ago to go with diesel-electric.

"But you know, in an ideal world, I know nuclear subs are what's needed under deep water, deep ice."

Nuclear submarines are hugely expensive — they start around \$3 billion apiece — and it is unclear where the Harper government would find that kind of money, much less how it could justify such an enormous expenditure during a period of supposed austerity. The last time a Canadian government seriously considered nuclear subs was in the late 1980s before then- prime minister Brian Mulroney sunk the whole program amid a public uproar.

A decade later, the Chrétien government bought the four used diesel subs from the British navy in large part because it was seen as such a huge bargain. Senator Art Eggleton, who was Liberal defence minister at the time, told CBC News Thursday that his government gave "absolutely no consideration" to buying nuclear submarines, although some inside the navy were pushing for them. "We were coming out of a period of budget-cutting and nuclear submarines would have been far too expensive."

Instead, the British navy was offering a deal Eggleton said the Canadian military couldn't refuse — the four diesel-electric submarines mothballed after only two years in service when the Royal Navy switched to nuclear subs.

"We got them at a quarter of the cost it would have cost to build new ones," Eggleton says. "We wouldn't have had the money to build new ones." He concedes the Liberal government gave serious consideration to not having submarines at all. "It was either buy these subs, or get out of the submarine business altogether."

Some defence critics think that's exactly what the current Conservative government should be considering — scrapping the problem-plagued diesel-electric fleet rather than throwing what they see as good money after bad. "When you look at the cost of trying to get these things seaworthy again, it just doesn't make sense," said Steven Staples, president of the Rideau Institute on defence issues. The Harper government has just awarded a \$25-billion contract to build a new fleet of Canadian destroyers and frigates, and Staples says that should be enough. "Once you are in a hole, the first thing that you should do is stop digging, so I think that it is time to say goodbye to the submarines right now and focus on the new surface fleet." Staples says the history of the diesel subs suggests Canada could get by

without them. "The fact that all four submarines are sitting tied up at a dry dock right now doesn't mean that Canada is in any great danger. It makes no difference to our security." **Source** CBC



The Dutch AOR **A 832 ZUIDERKRUIS** seen moored in Mombasa (Kenya) – **Photo : Pim Zandee ©**

Submarine Gas Leak on Multi National Exercise

The Royal Australian Navy submarine **HMAS Farncomb** is returning to Singapore after partial failure of its cooling system during the Five Power Defence Agreement (FPDA) Exercise Bersama Lima 2011 (BL11). The submarine crew followed standard emergency operating procedures to clear the refrigerant gas, Freon which had leaked as a result of the failure. No one was injured.

Farncomb will undertake repairs in Singapore over the coming days. BL11 involves a total of 18 warships, one submarine and 65 military aircraft, as well as various support elements. BL11 is being conducted by the FPDA member countries in various locations on the Malaysian Peninsula and in the South China Sea from 17 October to 4 November 2011. This year marks the 40th Anniversary of a successful FPDA illustrating the long-term commitment of the founding members to Defence cooperation and regional stability. **Source : Garry Luxton**

New subs made of old spare parts

The Russian navy's two newest nuclear-powered strategic submarines that are sailing the White Sea this autumn are partly constructed from near 20 year old hulls of non-finished smaller submarines. The two submarines of the Borey class are the first new strategic submarines in the Russian navy since the last Delta-IV class submarine was commissioned in 1992. But, "**Yuri Dolgoruky**" and "**Aleksandr Nevsky**" are not totally new, Rossiskaya Gazeta reports.

When the construction of "**Yuri Dolgoruky**" started at the Sevmash yard in Severodvinsk back in November 1996, the shipyard simply took the unfinished hull of an unfinished Akula-class attack submarine and started the welding to enlarge it. The construction work on the hull for what was supposed to be an Akula-class was started four years earlier, in 1992, according to the list of submarines posted on Wikipedia. The hull of the second Borey-class submarine "**Aleksandr Nevsky**" is also originally based on an older Akula-class submarine that was never finished. "**Aleksandr Nevsky**" sailed out on her maiden voyage in the White Sea last Saturday, reports Regnum. The work on the hull of what was then supposed to be the "**Lynx**" Akula-class submarine started at the shipyard in Severodvinsk back in 1993 and then, 11 years later in 2004, the shipyard brushed off the dust of the hull and started to refit it to what is now "**Aleksandr Nevsky**." According to Rossiskaya Gazeta, the old block sections used to build the new Borey class submarines were the forward and rear end. The construction of the third submarine of the Borei-class, "**Vladimir Monomakh**" started in 2006 and is today some 50 percent ready, reports Itar-Tass. According to the book Korabli

VMF SSSR (Naval vessels of the USSR), published in St. Petersburg in 2003, also the third Borei-class submarine, named “**Vladimir Monomakh**” is originally based on a Akula-class hull from 1992. It is not know if any of the other parts of the new submarines consists of spare parts from older submarines. Source : **BarentsObserver**



The Spanish **P 77 INFANTA CHRISTINA** seen anchored in Mombasa (Kenya) – Photo : **Pim Zandee** ©

Wreck in PNG likely to be a Japanese submarine

The uncharted wreck found, off Rabaul in Papua New Guinea, is likely to be a World War II Japanese submarine. Underwater vision taken by the Australian Minehunter, **HMAS Gascoyne** shows the wreck of a submarine, 55 meters below the surface in Simpson Harbour. The wreck is partially buried in the harbour floor but remains upright. There had been initial media speculation that this may have been the wreck of **HMAS AE 1** - Australia's first submarine, lost in waters east of Rabaul during World War I in September 1914. The imagery obtained by **HMAS Gascoyne** was examined by RAN historical staff, who concluded that the wreck is not **AE 1** but a Japanese submarine. The Royal Australian Navy will now work with Japanese authorities to assist in determining the wreck's identity. **HMAS Gascoyne** was taking part in Operation RENDER SAFE - the Australian Defence Force (ADF) contribution to explosive ordnance disposal (EOD) in the Pacific. This year, RENDER SAFE is being conducted in Rabaul over the period 18 October to 4 November. Source : **Garry Luxton**

SHIPYARD NEWS

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Oshima to build two bulkers

Oshima Shipbuilding has received an order from Canadian shipowner **Fednav** to build a pair of 55,000dwt bulk carriers. The company has not disclosed the price of the order, but said that the vessels are scheduled for delivery in June 2014, according to asiasis.com. Canadian shipowner has also ordered two 35,000dwt bulkers at the same shipyard, which are scheduled for delivery in June 2012 and January 2013. Source: **Ship-Technology**

Bath Iron Works moves 4,000 ton Zumwalt module

Shipbuilders at General Dynamics Bath Iron Works have completed the largest and most complex ship module movement ever executed at the shipyard. The mid-forebody section of Zumwalt, the lead ship of the DDG-1000 class of guided missile destroyers, was transported 900 feet from its assembly position inside the shipyard's Ultra Hall construction facility to the largest of the yard's three shipbuilding ways.



The heavily outfitted module is about 180 feet long, over 60 feet high and weighs more than 4,000 tons. This single section represents nearly one-third of the ship's overall length. In its current position, it will be integrated with three additional "ultra units" that comprise the ship's unique wave-piercing hull form.

"The completion of this move was a great achievement for our workforce and a historic day for our company. The talents, skills and innovation of our employees have revolutionized

how we build surface combatant ships in Bath, Maine," said Jeff Geiger, Bath Iron Works president. "We are a safer, more efficient shipyard than ever before thanks to our culture of continuous improvement and our determination to deliver high-quality, affordable ships to our Navy customer." The DDG-1000 Zumwalt-class destroyer is the U.S. Navy's next-generation guided-missile destroyer. The ships will feature a low radar profile, an integrated power system and a total ship computing environment infrastructure. Bath Iron Works is the lead designer and builder for the program.

Source : MarineLog

Second of four RoRo ferries launched for Seatruck

The building program of Flensburger Schiffbau-Gesellschaft is on schedule: only about two months after the launching of the "[Seatruck Progress](#)", yesterday (28-10) yard no. 747 "[Seatruck Power](#)" was named and launched into the waters of the Flensburg fjord. She will be followed by two further identical sister vessels, as the total order of the English shipping company Seatruck Ferries Ltd. comprises four ships. The four sister ships will be delivered by Flensburg to their owner between November this year and June 2012 and are intended mainly for service in the Irish Sea. The ships are 142 metres long and 25 metres wide. Each boasts a freighting capacity of 2,166 lane metres on four decks and can also carry up to 151 trailers. These four vessels from Flensburg are the most modern and efficient in the Seatruck fleet. They will in future also be the biggest ships to operate out of the northwest English port of Heysham. It was the size of this port that determined the length of the newbuildings - maximum 142 metres allowing for the greatest possible load and optimal manoeuvrability in a port with only limited available space. That's also why the deckhouse is located forward - to guarantee unhampered loading of the upper decks. Current orders ensure work at the yard up to and into 2013. Apart from the four RoRo freight ferries for Seatruck Ferries, the yard is building another three freight ferries for Ulusoy Sealines in Turkey. Further projects, which will secure work for the more than 700 shipbuilders at the Flensburg shipyard, are currently in the planning stage. Source : [Flensburger Schiffbau](#)

Sembcorp Marine wins \$300 million FSO conversion contract

Sembcorp Marine subsidiary Sembawang Shipyard, in a consortium arrangement with Indonesian shipowner PT Scorpa Pranedya, has secured a US\$300 million Floating Storage Offloading (FSO) tanker conversion contract from Mobil Cepu Ltd, a subsidiary of Exxon Mobil Corporation, contractor for the Indonesian Oil and Gas Regulatory Body (BPMIGAS) for Cepu Block. Under the contract, the shipyard is responsible for the engineering, procurement, construction, commissioning and hook-up work of a very large crude carrier (VLCC)-sized floating storage and offloading vessel that is expected to be deployed in offshore Tuban for the Banyu Urip Project, located in East Java, Indonesia. Mr. Ong Poh Kwee, Managing Director of Sembawang Shipyard said "We are very proud to be part of the project. We are committed to work closely with all partners involved in this milestone project for a successful outcome. We believe that with our expertise, we will be able to achieve the desired expectations, in order to help the government of Indonesia in fulfilling the national priority with respect to energy needs." The engineering, procurement, and construction of the project is to be completed 27 months after contract award. **Source : MarineLog**

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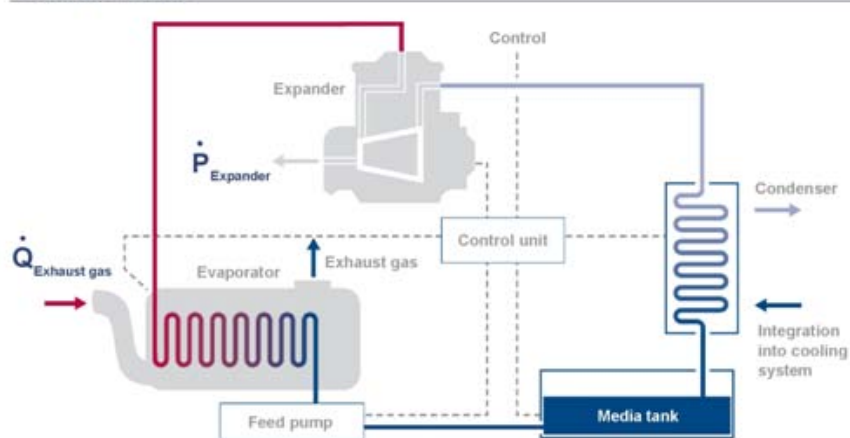
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Brazil Vale Sao Luis Pier III with seen loading several bulkers, the **PEPPINO BOTTIGLIERI**, the **ZOSCO HONG KONG** and the **ORE FAZENDAD** – Photo : Andre de Zeeuw ©

Waste heat is the key to reducing fuel consumption and emissions

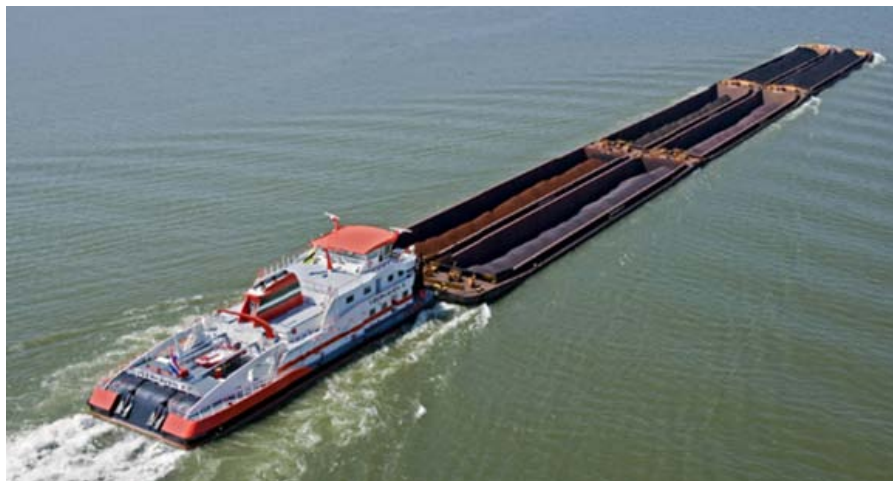
Working Principle



Steadily increasing fossil fuel prices, the future scarcity of fossil fuels in combination with an increased environmental awareness by ship owners, local- and harbor authorities, throughout the world, has compelled for ecological and sustainable technology to reduce the environmental impact during ship operations. Voith developed a solution.

Voith has developed a new technology in order to respond to the concerns of global warming and its impact on the society: "Voith SteamTrac", a compact, state-of-the-art modern waste heat recovery system for combustion engines used in marine applications as well as for rail-, road-

and industry applications, achieving a significant reduction of fuel consumption and emissions of toxic and hazardous gases (f.i. Carbon Dioxide). Apart from its ecological advantages and lower fuel consumption the SteamTrac system also enhances the economy of ship's drivelines.



The operating principle of our system can be resumed as follows: the heat from the exhaust system is used to warm up the operating medium in the evaporator to superheated steam. The steam is expanded into the expander and generating mechanical energy which can be fed back into the

combustion engine's crankshaft or to a gearbox power take in (PTI). The operating medium is liquefied downstream the piston expander in a condenser followed by storage into an operating medium tank. The entire process is controlled and monitored by a control module.

"The effect is significant and appeals to many ship owners," says Marcel Flipse, Executive Vice President of Voith Turbo Marine SteamTrac B.V. based in Twello, Netherlands, which was newly founded on 1 October 2011. In future, the new company will sell Voith SteamTracs to all over the world. Flipse underlines that the new technology is suitable for both new marine developments and retrofits. "In principle, SteamTracs can be installed to all combustion engines." Possible marine applications can be for example inland waterway vessels, short sea ships, fishing boats and ferries. Voith Turbo, the specialist for hydrodynamic drive, coupling and braking systems for road, rail and industrial applications, as well as for ship propulsion systems, is a Group Division of Voith GmbH. Voith sets standards in the markets energy, oil

& gas, paper, raw materials and transportation & automotive. Founded in 1867, Voith employs almost 40 000 people, generates €5.2 billion in sales, operates in about 50 countries around the world and is today one of the biggest family-owned companies in Europe.



The **UNITED FORTITUDE** seen off Cape Town – Photo : Glenn Kasner ©

Another steady year for Port Nelson Ltd

Port Nelson Ltd has reported another steady year, with logs again contributing to a good result. A dividend of \$4.2million (total) will be paid to the Nelson City and Tasman District Councils . Chairman Nick Patterson told shareholders at the company's AGM today that it was pleasing to see the port performing consistently, given the global economic downturn of the past 18 months. He said there were several factors contributing to revenue being higher than expected.

"Logs were again a steady performer for us, with the demand from China contributing to cargo volumes being 51,000 tonnes up on budget," he said. "This meant stevedoring activity was also stronger than expected, both in Nelson and for log operations out of Picton. Container volumes, while down on last year, were also higher than anticipated." However Mr Patterson said expenses had also been over budget, with the high cost of maintaining the port's two existing cranes driving the decision to bring forward the purchase of the new LHM 550 mobile harbour crane. Electricity and fuel prices had gone up, and plant hire costs were also up because of the greater stevedoring activity.

The final cargo tonnage figure for the year was 2.711 million, down on the record of 2010 but still ahead of budget. "As well as the strong figures for logs, apple volumes were ahead of expectations for the year, as were bulk wine shipments in flexi-tanks, thanks to another large grape harvest in Marlborough," Mr Patterson said. "However, processed forestry volumes were down on budget, due to higher log prices, log availability issues and tough market conditions."

Mr Patterson said while it had been a positive year to the end of June, there were indications the demand for logs from China was now softening. He said there were other major challenges facing key port users. "The skyrocketing value of the New Zealand dollar has made life very difficult for many exporters, with the export apple industry again facing a difficult year," he said. Mr Patterson said another cost would be the 200 percent hike in insurance premiums facing the port, following the Canterbury earthquakes. And he said direct shipping services remained an ongoing issue within the industry. "The move to larger vessels continues to be pushed by many parties, including the Shippers' Council and the newly formed freight partnership Kotahi, currently consisting of Fonterra and Silver Fern Farms," he said. "It certainly remains the long-term industry view that ships will only get bigger, even given recent moves by a number of lines to new services with smaller vessels." **Source : Scoop / Press Release: Port Nelson Ltd**



The tug **SINGAPORE** seen refloating the **YUSHO SPICA**. Photo : Nick Haslam ©



CSCCL ready to order 12 mega containerships

China Shipping Container Lines (CSCL) is ready to splash \$1.13bn to construct 12 containerships of 10,000 teu each at two Chinese shipyards. CSCL affirmed that it will engage separately Hudong Zhonghua Shipbuilding (Group) and Dalian Shipbuilding Heavy Industries to construct four 10,000 teu containerships, and may engage each of the two yards again to construct two more vessels. The container line added that the contract plan is subject to approval at the general meeting of the company. **Source: Seatrade-Asia**

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Several "Oceanografía" vessels seen working in the Gulf of Mexico with the **Caballo de Mar** (top) , **Caballo de Trabajo** (left) and the **Caballo Azteca** (below)

All photos:
Cap. Ronald R. Jansen ©



North China Port in \$7 Billion Expansion

Dandong investment follows 84 percent first quarter gain in container volume

Dandong Port in Northern China will spend nearly \$7.1 billion over the next five years to increase throughput some 67 percent at facilities with strong connections in North Asia. The expansion will take throughput at China's northernmost port, which borders North Korea on the Yellow Sea, from 60 million metric tons to 100 metric tons, according to the Xinhua China state news agency.

The port's container throughput of 117,000 20-foot-equivalent units in the first quarter this year, the most recent period for which statistics were available, was up 84.4 percent over the same period a year ago. Officials in China's Liaoning Province said the investment would cement the port's role as a transport hub connecting the Korean peninsula with the Eurasia region, including Russia and Mongolia. Connected to North Korea by a bridge across the Yalu River, the port also is a major transit point for the growing trade between North Korea and China. According to Xinhua, the port has 26 berths and connections by sea to 70 ports. Dandong has spent about \$1.75 billion this year on upgrades. **Source : The Journal of Commerce Online**



The **LE BOREAL** seen moored in Willemstad (Curacao)

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

Maersk Line sees boost in Asia-Europe bookings

Maersk Line, the world's largest container shipping company, has experienced a rise in bookings on the key Asia-Europe routes since introducing a new service in mid-September that offers greater reliability, the company said Friday, Marketwatch reports.

The Daily Maersk service runs on Asia-Europe routes offering daily cut-off times, meaning cargo can be shipped immediately after production without the need for storage. The service also offers higher transport frequency. Since being introduced on a six-week trial basis, 99% of deliveries have been on time, Maersk Line, a unit of Danish business conglomerate A.P. Moller-Maersk A/S (MAERSK-B.KO), said in a statement. This compares with an on-time delivery sector average of about 50%.

"Since the announcement of Daily Maersk, there has been a steady and significant increase in the bookings of cargo in the Daily Maersk corridors," said Old Pradsgaard, manager of the Daily Maersk project. Container traffic on the Asia-Europe routes, which account for about 40% of Maersk Line's total business, has suffered in later quarters from over-capacity and weak rates. With the introduction of Daily Maersk on some Asia-Europe trade lanes, Maersk Line has intended to shift some focus from rates to service and reliability as key competition parameters. "The final three weeks of testing prior to the commercial launch have firmly substantiated Maersk Line's promise of absolute reliability," the company said. **Source : PortNews**



Seen last Thursday late afternoon, the sheerlegs **MATADOR** and **MATADOR 2** lifted a pontoon with weight of approx 700 ton onshore at the Stolk scrapyard in Hendrik Ido Ambacht (The Netherlands) **Photo : Peter Bethlem ©**

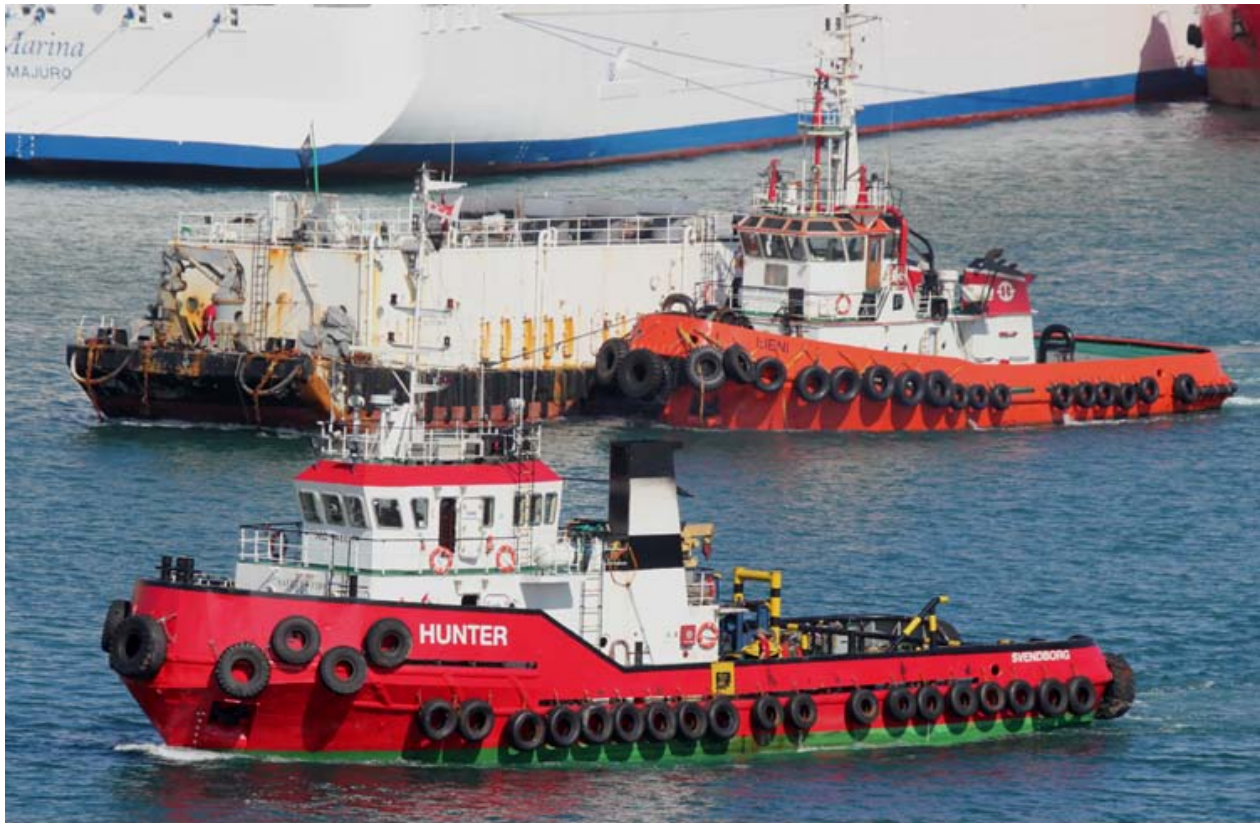
Seaway Heavy Lifting wins foundation installation contract

Seaway Heavy Lifting Contracting Ltd (SHL) has been awarded a foundation installation contract for the RIFFGAT offshore windfarm by **Offshore-Windpark RIFFGAT GmbH & Co.** The windfarm will have 30 turbines, each of 3.6MW and a substation, and is located 15km north west of the island of Borkum, in German waters. Installation of the foundations will take place during the summer of 2012 using one of SHL's self-propelled monohull crane vessels. The water depth will vary from 18m to 23m LAT. The monopiles will have a tip diameter of 5.7m or 6.5m, a top diameter of 4.7m, maximum length of 71.8m and a maximum weight of 738 tonnes. The transition pieces are 26m in height, with a tip diameter of 5.6m and a structural weight of 207 tonnes. Riffgat is SHL's second wind turbine foundation installation contract in 2012. Both projects will be in German waters. **Source : Offshore Shipping Online**



The Hyundai line container ship **HYUNDAI SHANGHAI** seen arriving in Vancouver harbour Oct 27 – **Photo : Robert Etchell ©**

.... PHOTO OF THE DAY



Above seen the 2008 built DNK flag and owned tug **HUNTER** entering Grand Harbour, Malta while local tug **LIENI** taking her tow – **Dish Barge BARGE 321A** on her maiden call on Thursday 27th October, 2011 from Maasluis, Netherlands. Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com ©

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