DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 306

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

The JAYA PEARL seen just before her launch yesterday noon at the PT Jaya Asiatic yard in Batam (Indonesia)- Photo : E.Knisp (c)

Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here]

EVENTS, INCIDENTS & OPERATIONS

"Regular contributors to ShippingNewsClippings, **M3 Marine** seen on their annual retreat at **Club Med Bintan** over last weekend" **Photo : M3 Marine Group**

Salvage company removing possible contaminants from MV Miner

Fire extinguishers, batteries and other potential threats to the environment are now being removed from the wreckage of the **MV Miner** that sits on the shores of Scatarie Island. The provincial government hired Dutch salvage company **Mammoet Salvage** to begin the latest operation on board the vessel, which broke free of a tow line last month while being hauled to a European scrapyard. "It does place a priority on removing items of environmental concern and other items that could end up on the island or in the marine environment," said Dan Davis, spokesman for the Department of Natural Resources. "There is a lot of different material coming off the ship, but the primary focus, the most important thing, is to get items containing chemical contaminants off the vessel." Rough seas prevented work from being carried out Wednesday but efforts are expected to resume today. When the job is complete, Mammoet will seal all doors and hatches to prevent future entry. During the operation, the Canadian Coast Guard is monitoring for oil pollution, according to a spokesperson, but there have been no signs of any contaminants to date. When the salvage company's work is finished, the coast guard's current round of monitoring will end. Cost for the operation has been estimated between $250,000 and $400,000. The province continues to negotiate with federal counterparts to share that bill. The project does not, however, include removal of the vessel from the shores of Scatarie. Previous estimates for salvage and removal have been as high as $24 million. The province wants the federal government to remove the ship. Transport Minister Denis Lebel recently said Transport Canada's role is to ensure waterways provide safe navigation and are free of ship-source pollution. The **MV Miner,** they determined, is not polluting the marine environment and is not a hazard to navigation.

The **STENA SUPERFAST VIII** seen moored – **Photo : Jacub Bogucki (c)**

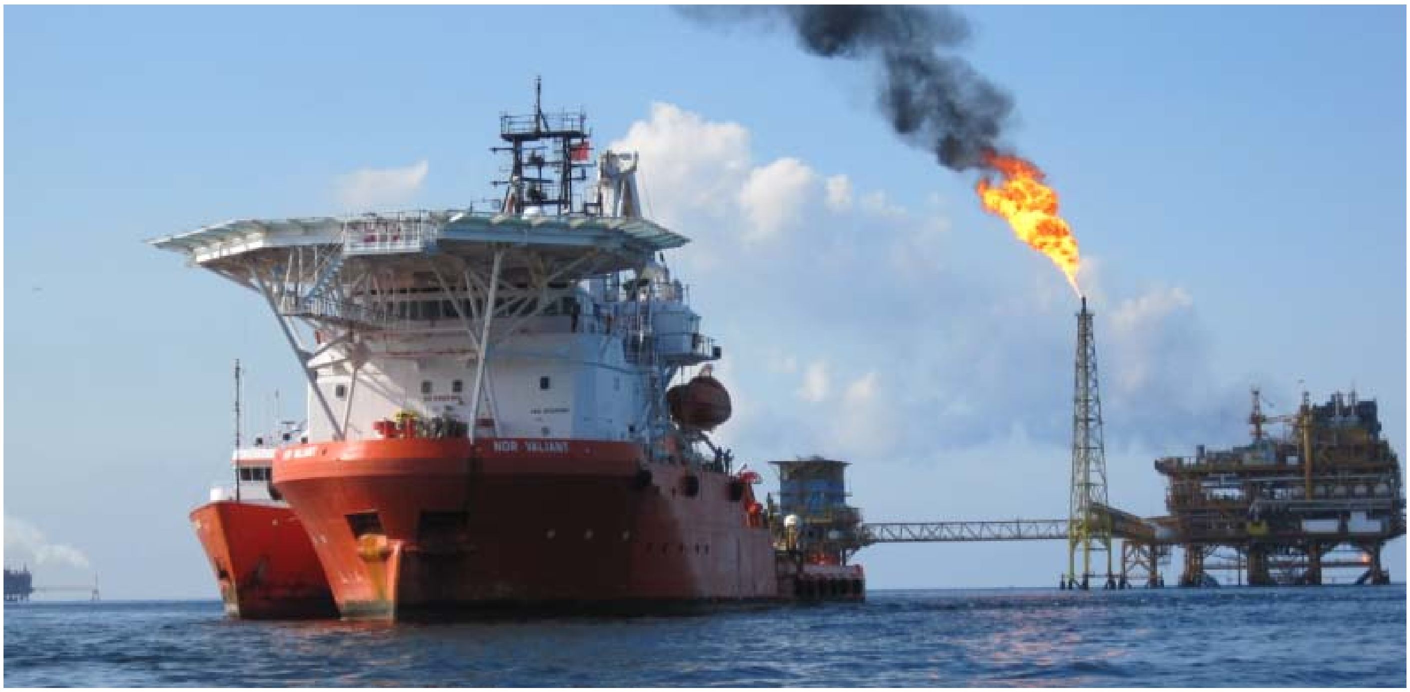
Peace breaks out as tugmen accept cost-cutting deal

Sullom Voe tug crews have voted to accept a cost-cutting deal with Shetland Islands Council which will see 12 of the 48-strong workforce take voluntary redundancy or early retirement. The agreement was sanctioned at a mass meeting of the tugmen at Sella Ness this morning and is expected to save the council around £750,000 a year.

The breakthrough follows the intervention of council chief executive Alistair Buchan and new infrastructure director Phil Crossland after previous negotiations failed amid claims that the local authority had refused to listen to the crews. The council then moved to impose changes, prompting the tugmen to vote for strike action which could have brought Sullom Voe Terminal to a halt. At that time the council was seeking 16 job cuts and a new shift system which would have involved the men spending long periods on call.

Confirming the new deal, the union representative from Unite, John Halcrow, said the new system was based on "common sense ways of doing things" that the tug crews had suggested some time ago to ensure safe operations as tanker traffic dwindled. He said: "All credit should be given to the new faces who came in. We're very thankful that they applied some common sense." The deal means the tug workforce will be cut to 36, down from its peak of 97 during the 1980s heyday of Sullom Voe when the company was called Shetland Towage and owned by Shetland Charitable Trust.

The men will continue to operate a three-shift system with an extra crew available on standby to come in to man the fourth tug, which is required for berthing large tankers. Mr Halcrow said the acceptance of the need for cuts showed the union was acting responsibly. "It's not that the union has been in any way a dinosaur or a cloth-cap union," he said. The cuts are part of the Ports for the Future shake-up of marine operations at the council-owned oil port which has already seen deals struck with the marine pilots and pilot launch crews. With the industrial battle now over the tug workforce hopes it and the council can put their collective shoulder to the wheel to improve the future prospects of the port and the oil terminal. **Source : The Shetland Times**



The **NOR VALIANT** seen receiving bunkers offshore Mexico, Bay of Campeche Abkatum field.
Photo : Cornelis Jagt - Solstad Offshore Asia Pacific Ltd ©

Ferry companies warn politicians

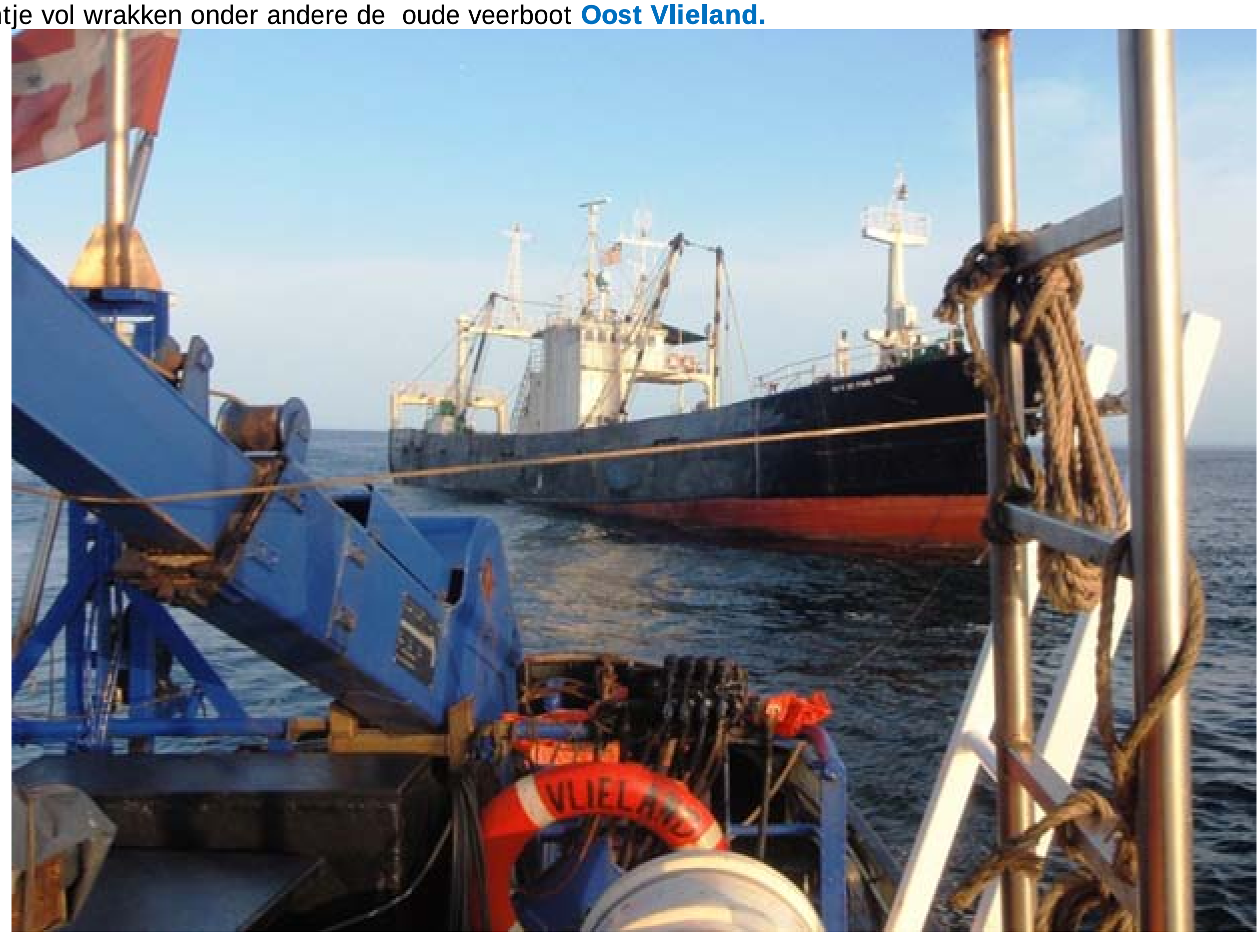
British Members of Parliament have been warned introduction of new air pollution rules could seriously affect the future of ferry services as discussion of International Maritime Organisation and EU recommendations for introduction of 0.1 sulphur content fuel from 2015 started in London on October 25.

P&O Ferries, Stena Line, DFDS Seaways and Brittany Ferries say fuel costs could go up by 87% and put the future of routes on the English Channel, North Sea and in the Baltic in jeopardy. 'While we fully support the good and green intentions of the changes, we have to tell the Transport Select Committee that the proposals are unrealistic both on grounds of cost and in the time available to us,' insists Passenger Shipping Association director William Gibbons.

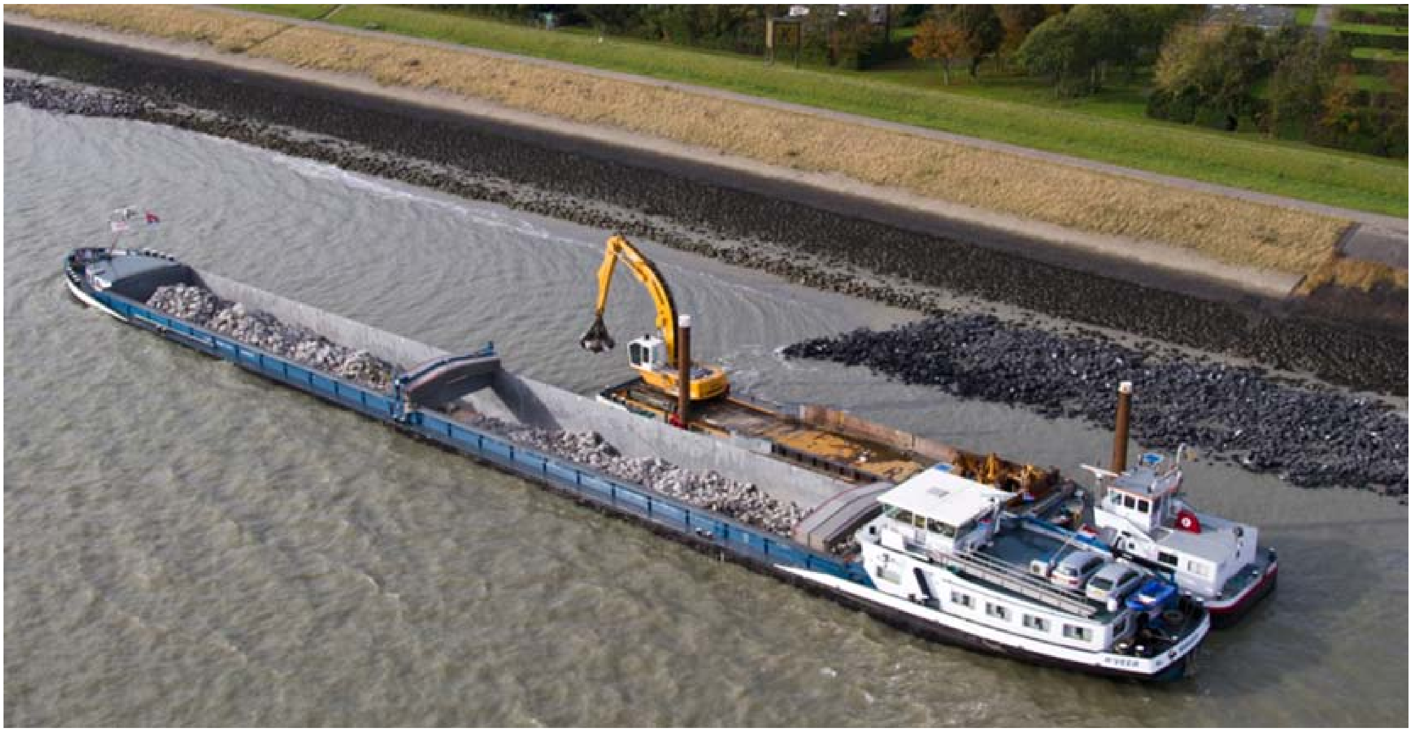
'We are being told there is no incentive for the oil companies to invest in refining facilities to manufacture the fuel we need as they can make bigger profits elsewhere. That forces us to look at other fuel solutions such as liquefied natural gas (LNG) but there is no supply chain in place and this is likely only to be viable for new ships from 2020. The only technical alternative is to fit ships with sulphur scrubbing abatement technology but this, after years of trials and development, is still not ready for commercial roll-out and will not be a realistic alternative to ultra low sulphur fuel by 2015,' he added **Source: Shippax.se**

VLIELAND TO THE RESCUE

Kreeg zondag (30-10-2011) een telex van mrcc Monrovia dat er een tanker vermist was of wij wilden gaan zoeken. We lagen in Buchanan (Liberia) dus wij op zoek en hadden hem al snel gevonden in een positie 05,19n 009.15w hij dreef daar met een kapotte turbo. ze hadden geen radio of VHF alleen mobiel telefoon die daar niet werkte zo konden ze dus geen hulp roepen . op de foto zie je het vast maaken op zee van de **St Paul River** daarnaa hem naar binnen gesleept in Greenville wat niet makkelijk was daar er een gigantische deining stond en Greenville is een piepklein haventje vol wrakken onder andere de oude veerboot **Oost Vlieland.**



Jammer genoeg hebben ze hem gedeeltelijk gesloopt alleen de romp ligt er nog maar onderwater dus geen foto's. de tanker was een omgebouwde oceaan trawler tot tanker en verzorgt de haventjes op de kust van olie laad ca 1000 ton was trouwens lood zwaar. **Photo : Piet Ottosen – Vieland ©**



The **Magri** seen working for van Oord near Hoedekenskere, delivering rocks for the reinforcement of the coast line.
Photo : Skeyes - www.skeyesphoto.com ©

New building orders show mixed prospects for the future

Orders for newbuilding orders are expected to show an improved picture in the coming weeks, especially if Chinese shipyards return to the market for clients, with a more aggressive marketing and pricing policy, on the back of the fall expecienced in ordering activity. According to the latest weekly report from Clarksons, "after a dearth in ordering in the large container sector over recent months, it will be interesting to see if the Chinese Yards for one are about to see a fresh batch of ordering, following the support they are now seeing from their domestic Owners. It is understood that China Shipping are now very imminently going to sign contracts for the first 10,000 TEU + ships to be ordered since June this year. This will see a large series of 10,000 TEU Ships penned within the State Yards. With other liner companies who are yet to make a play in the 10,000 + TEU sector still playing a wait and see game over the economies in the West, it will be interesting to see, over the remainder of this year, if they are now forced to play their hand and order to keep up with their competitors or if they will wait and see what the post Lunar New Year brings early next year.

The ability to order by said liner companies will of course be down to the appetite of the Banks to lend and the on-going profitability of main lane liner trade, for which following on from our thoughts last week, the financial debt markets in Europe don't seem to be able to ease anytime in the near future! With the Banks in Europe not only being forced to accept a 50% loss on Greek sovereign debt, but also now being forced to further recapitalise it seems the buyers looking to order large series of ships will be forced to look further and further at debt from the Far East. With the next twelve month slot rates for the big contracts now entering full flow too and downward pressure on these also, we will probably see more of a wait and see attitude from the Liner company executives over the next few months rather than seeing them all returning to the Yards to order a vast amount of ships over the coming weeks» said the shipbroker.

In a separate report, Golden Destiny said that the past week ended with newbuilding activity keeping its pace of growth from previous weekly levels due investors' interest for the placement of new business in the bulk carrier and offshore segment. The bulk carrier segment has grasped the lion share by holding 69% of the total number of units ordered, up 64% from last week's activity, with a notable order for 10 panamax units of 76,000dwt by Guangdong Lanhai Shipping of China in domestic yard, Yangfan Group, for delivery in 2013-2014.

According to the Piraeus-based shipbroker, “overall, the week closed with 26 fresh orders reported worldwide at a total deadweight of 1,141,000 tons, posting a 63 % week-onweek increase, while is standing at the same levels from similar week’s closing in 2010, when bulk carriers grasped 65% of the total ordering activity with only one contract reported in the offshore segment. In terms of invested capital, the total amount of money invested is estimated at region $1,098 billion with 57.6% of the total number of orders being reported at an undisclosed contract price. The most overweight segment appears to be the offshore by attracting about 86% of the total amount invested, due to mainly a hefty investment reported for a drillship by Atwood Oceanics Inc. of USA at Daewoo of South Korea at a cost of $600 mil, with an option for one more unit” said the report.

In the demolition market, the lower scrapping momentum continued both in terms of volume of transactions and scrap prices. Golden Destiny said that “the recent positive upturn in the dry market with remarkable earnings in the capesize segment, seems to have brought lower pace of bulk carriers disposals, which used to be the driving force behind the high scrapping activity reported so far this year. Scrap prices are still soft among all breaking nations with limited hopes for a prompt rebound due to Diwali celebrations next week and weak Indian rupee against U.S. dollar. India is now paying less than $490/ldt for dry/general cargo and xs $500/ldt for wet cargo, while China has lost some of its power regained in September by offering less than $450/ldt for dry/general and wet cargo. Meanwhile, the situation remains unclear in Bangladesh as the high court hearing that will provide another extension for import scrapping activity has been delayed for next week. The news for the accidental death of 4 persons at one of the local yards in Chittagong adds further pressure on a prompt reopening of the market. In terms of scrap prices, Pakistan emerges as the key player of the industry by offering $480/ldt for dry/general and $510/ldt for wet cargo. The week ended with 8 vessels reported to have been headed to the scrap yards of total deadweight 213,623 tons. In terms of the reported number of transactions, the demolition activity has been marked with no change from previous weekly levels, but there has been a 14,4% decline in the total deadweight sent for scrap. The dropdown of scrapping business per week is mainly due to lower disposals for bulk carriers and tankers. In terms of scrap rates, the highest scrap has been achieved this week by India for a reefer vessel of 11,779 dwt “CLOUDY BAY” with 6,223/ldt at $495/ldt. India remains in the first rankings by attracting 62.5% of the total demolition activity. At a similar week in 2010, demolition activity was up by 37.5% from the current levels, in terms of the reported number of transactions, 11 vessels had been reported for scrap of total deadweight 347,777 tons with tankers holding 45.4% of the total demolition activity. India and Pakistan had been offering $410-420/ldt for dry and $440-$450/ldt for wet cargo, while Bangladesh market had been inactive from the demolition scene” concluded Golden Destiny. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

The 28.000 BHP **Deep Sea 1** AHTS seen hooking up and towing the **Ensco 104** from Singapore headed to Australia.

Photo : GO Offshore's Master, Capt. Andrew Malec - submitted by Steve Clark - M3 Marine Group Pte Ltd.

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

Vessel operating costs expected to rise

Vessel operating costs are expected to rise by 3.8% in 2011 and by 3.7% in 2012, with lube expenditure and crew costs identified as the categories most likely to produce the highest levels of increase, according to a new survey by international accountant and shipping consultant Moore Stephens. The survey is based on responses from key players in the international shipping industry, predominantly ship owners and managers in Europe and Asia. And those responses identified lubricants as the cost category likely to increase most significantly over the two-year period – by 3.6% in 2011, and by 3.1% in 2012. Crew wages, meanwhile, are expected to increase by 3.1% in both 2011 and 2012, while the cost of spares is expected to escalate by 2.7 % and 2.6 %, respectively, in the two years covered by the survey. Expenditure on stores, meanwhile, is expected to increase by 2.5 % in each of the two years. The cost of repairs and maintenance is expected to increase by 2.8% and 2.6 % in 2011 and 2012 respectively, while the increase in P&I costs for those two years was estimated by respondents at 2.4 % and 2.3 % respectively. As was the case in the previous survey, in 2010, management fees was identified as the category likely to produce the lowest level of increase in both 2011 and 2012, at 1.8 % and 2.0 % respectively.

"Bunkers and lubes are our biggest cost," said one respondent, while another observed, "The cost of bunkers is unrealistically high. There is no reason for that. If the price of bunkers remained at a reasonable level, shipowners would not be struggling in the way they are at the moment." Another still said, "There will be an inevitable cost consequence of implementing fuel efficiency measures at the request of charterers, while the benefits of such measures will not be seen in terms of operating costs". One respondent expected dry cargo crewing costs to increase more than tanker crewing costs, while another noted, "The Manila amendments to STCW will result in significant increases for 'other' crew costs, especially in respect of training." A number of respondents expressed concern about overtonnaging and the weakness of rates in the freight and charter markets, "Overcapacity and newbuilding deliveries involving larger tonnage on the main routes will maintain downward pressure on rates," said one. Another maintained that there was "no sign of resolving the overtonnaging problems in the dry bulk sector", arguing that this, together with unpredictable trade volumes, would lead to pressure for cost increases and for reflagging as a means of driving operating costs down. Another respondent pointed out, "Depressed charter rates will lead owners to seek in vain to minimise operating costs."

Predictably, worldwide economic and political problems were uppermost in the thoughts of some respondents, with one commenting, "World financial conditions will depress shipping revenues, and this will impact on ship requirements and charter rates." Another respondent felt, "China's effective control of the market, together with inflation, will make shipping markets difficult for most people involved in the business." Yet another said, "It all depends on whether the global economy – and particularly that of the US – can recover, and whether the US dollar continues to be the only currency for oil trading."

Moore Stephens also asked respondents to identify the three factors that were most likely to influence the level of vessel operating costs over the next 12 months. Overall, 26% of respondents identified finance costs as the most significant factor, followed closely by crew supply (25%). Demand trends were in third place, with 14%. In last year's survey, 30% of respondents identified crew supply as the most significant factor, followed by finance costs, at 28%, and demand trends at 16%. "Finance costs and potential interest rate hikes will be key factors for the market," said one respondent. Labour costs, competition and raw materials costs were other significant influencing factors which featured in the responses to the survey. One respondent said, "Raw materials will increase in cost, so there will be upward pressure on stores, spares and repairs." Moore Stephens shipping partner Richard Greiner says, "Ship operating costs increased by an average of 2.2% across all the main ship types in 2010. And it is no surprise that our latest survey anticipates that costs will rise in both 2011 and 2012.

"These projected increases are nowhere near the increases we saw in the 2000s. They point to a less volatile period for operating costs. But any increase in costs is going to be a problem for a shipping industry struggling with overtonnaging, declining freight rates, and the cost of regulatory compliance and environmental accountability. Add to that the continuing economic and political problems which form the background to shipping's operating arena, and you can see that the industry is not going to be for either the faint-hearted or the short-termist." **Source: MooreStephens**

Reports about SL Navy ramming Indian boat turn out to be false

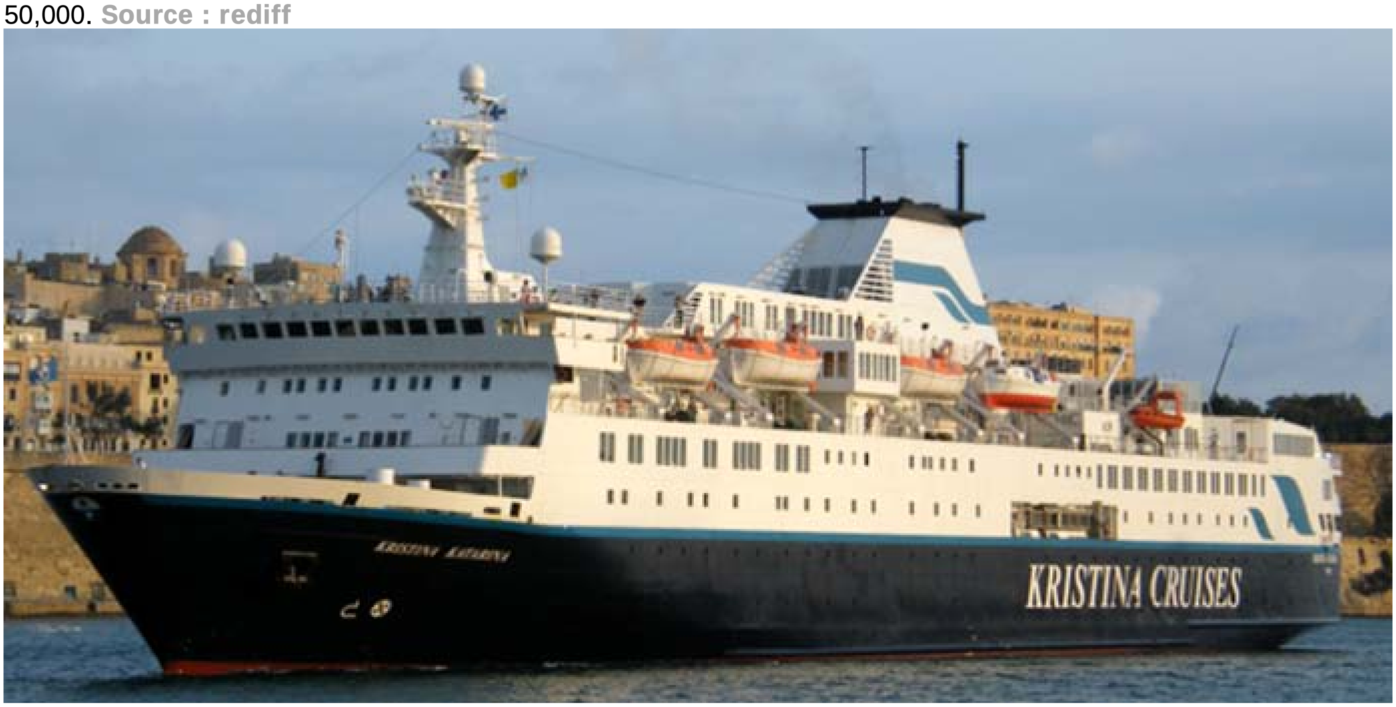
Certain media reports had recently claimed that on Sunday, a Sri Lankan Navy ship had rammed into an Indian fishing vessel, sinking it. On Monday, Rediff.com visited Rameswaram to probe this story further and found that the boat in question belonged to one Alex. Alex stays at Victoria Nagar in Thangachimadam, Rameshwaram.

On the fateful day, the boat had gone fishing with four men on board, including Alex's son Reagan. The boat had left the harbour along with 595 other boats that were carrying as many as 2,200 fishermen. Alex's boat had crossed the International Maritime Border Line between India and Sri Lanka.

Soon, they spotted a vessel of the Sri Lankan Navy heading in their direction. Alex and the other fishermen immediately turned their boat around in an attempt to flee. The sudden swerving of the boat, coupled with a fierce gust of wind, made the boat overturn. In spite of the fishermen's attempts to rescue it, the boat begin to sink. The four men on the boat jumped overboard and swam to the nearest fishing boat. There was no incident of being rammed by the Sri Lankan Navy vessel.

The next day, Alex took to the seas, along with five other boats, to find the one lost the previous day. S P Rayappan, the leader of a fishermen's group in Rameswaram, said, "Close encounters with the Lankan Navy is a regular affair here. But this time, the news was wrong. I don't know who passed on this story to the fisheries ministry or the press".

Speaking on a report by Sun TV about Indian fishermen being attacked near Katchathieevu island -- Rayappan said he did not know of any such incident. Rayappan spends a considerable time of his day at the fishing harbour and it is unlikely that he would miss out on such a major incident. This kind of false information may have been spread by Tamil nationalists, who on one hand are trying to defame the Lankan Navy and on the other, publicly defending Rajiv Gandhi's assassins. The boats used by the fishermen are usually worth over Rs 5 lakh, but they are insured for only Rs 50,000. **Source : rediff**



The 1982 built **KRISTINA KATARINA** (ex Konstantin Simonov) seen arriving in Malta. In 1996 she became the **FRANCESCA**, and in 2000 changed name again and became in The **IRIS.** 2009 was bought by Kristina Cruises, and entered service in August 2010. **Photo : Gejtu Spiteri ©**

Nigerian Navy makes illegal oil trade arrests

The Nigerian Navy has arrested two people for their role in the illegal oil trade, days after several ships were detained for illegally transferring and storing oil. Navy Commodore Kingdom Itoko said that about ten people were involved in the illegal oil bunkering activity but that eight escaped and were being pursued. He could not disclose the identity of the two captured at the NNS Victory Jetty in Calabar. Itoko said the remaining suspects were being pursued.

Nigeria is Africa's largest crude oil exporter but its production capacity is reduced significantly by oil bunkering, where thieves tap often unguarded pipelines which pass through the thousands of kilometres of winding creeks and waterways in the vast Niger Delta region. Flag Officer Commanding Eastern Command, Rear Admiral Usman Jibrin, said the Navy will ensure that Nigeria's maritime boundaries are secured and that pirates, militants, pipeline vandals and illegal bunkerers will be pursued. He was speaking at the weekend whilst taking delivery of six attack patrol boats donated by the Federal and Cross River State governments, the Nigerian Vanguard reports. Late last month the Nigerian Maritime Administration and Safety Authority (NIMASA) said it had detained five vessels for illegally transferring and storing oil, as Nigeria attempts to clamp down on the illegal oil trade. The MT Otakoy 1 and **MT Mariny** were apprehended early last month while three others, **MT Cape Verde, MT Selueshing** and **MT Adamas,** were detained last week.

NIMASA Director General, Patrick Akpobolokemi said the criminals, “get crude oil from smaller vessels from Nigeria and transfer these stolen crude to mother vessels, with connivance from Nigerians. Besides, the illegal ship to ship transfer, there are other areas of off-shore high level stealing of petroleum products. We must stop all legalities on our waters, that is a presidential order I just received and with the support of government, we will clear our waters of criminals.”

Lat last month Nigeria's military said it had detained a small oil tanker and arrested 46 people trying to ship illegally refined oil products, pursuing a fight against an underground industry worth hundred of millions of dollars a year. The military said 13 large wooden Cotonou boats and a speed boat were ferrying barrels of oil product to a ship with the capacity to hold around 1,000 barrels, valued at around US$100,000. The oil had been processed in one of the hundreds of makeshift illegal refineries hidden in the creeks, Reuters reports.

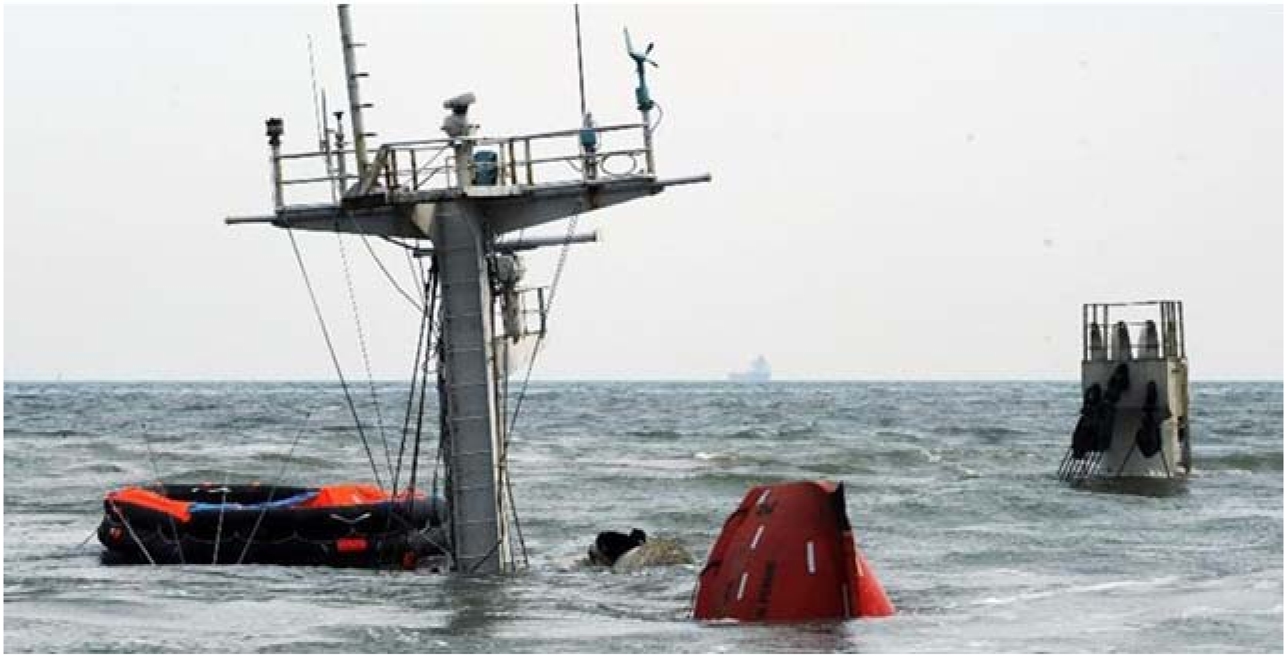
Nigeria has been strengthening its military its military capabilities over the years and has paid particular attention to improving security in the Niger Delta and off its 780 kilometre long coast, where it has numerous oil installations. In March 2007 it signed a US$73 million contract for two ATR 42MP maritime patrol aircraft to join its Dornier 128s. The first ATR was delivered in December 2009 and the second in March last year. On May 13 the Nigerian Navy (NN) received the former US Coast Guard Cutter **Chase (WHEC-718)** as an excess defence article under the US Foreign Assistance Act.

The Nigerian Navy has received 10 donated vessels to enhance operations in the Niger Delta. The navy has also established new base in Lokoja known as **NNS Lugard** and another in Ikot Abasi known as **NNS Jubilee.** The force is seeking government approval to acquire up to 49 ships and 42 helicopters over the next ten years to police the nation’s territorial waterways and Gulf of Guinea. **Source : DefenceWeb**

CASUALTY REPORTING

Ship collision under investigation at port of Qingdao, China's Shandong

Panama-flagged freighter **Hamburg Bridge,** now under investigation, docks at the port of Qingdao, east China's Shandong Province, Oct. 29, 2011. The freighter collided with **Oriental Sunrise**, another Panama-flagged cargo ship, at 7:35 p.m. Friday Beijing Time (1135 GMT) in the nearby waters of Qingdao, causing the latter to sink (see below) Of the 9 rescued crew members on board the **Oriental Sunrise,** 1 were found dead. Search is in progress for the rest 10, who are still missing. **Source : Xinhua / Yu Fangping**



NAVY NEWS

Germany Threatens To Halt Submarine Sale to Israel

The German government is threatening to halt the delivery of a submarine capable of firing nuclear warheads in protest of the Israeli government's recent decision to build new homes in the Arab part of Jerusalem. Earlier this year, SPIEGEL reported that Germany's subsidized submarine sales program is linked to World War II reparations. Germany is threatening to stop the delivery of a "Dolphin" submarine to Israel in protest over the country's settlement policies. Government sources confirmed the development when asked by SPIEGEL following speculation last week in the Israeli media that Germany might halt the sale.

The move is in response to the recent decision by the Israeli government to approve the construction of 1,100 homes in Gilo, an Arab part of Jerusalem captured from Jordan in the 1967 Six Day War. The Israeli government considers the area to be a Jewish suburb, but the international community contests that description. The threat by German Chancellor Angela Merkel has been the subject of considerable concern in Israel. The nuclear-weapons capable Dolphin submarines are an important part of the Israeli military strategy. The navy already owns three of the submarines and two further vessels are currently being built by Howaldtswerke-Deutsche Werft (HDW), the shipbuilding division of German steelmaker Thyssen-Krupp, in Kiel, Germany. This summer, the German government approved €135 million ($189 million) in funding to assist Israel with the purchase of a sixth Dolphin submarine over the next four years. Now, however, that deal for the sixth submarine is in jeopardy. In addition to its capability of firing nuclear warheads, the submarine also has a larger cruising range because of its advanced modern fuel-cell propulsion technology. Germany has been delivering submarines to Israel since the end of the 1990s following the first

Gulf War. The first two submarines given to Israel were entirely subsidized by the German government, but those subsidies are being reduced with each additional purchase. Under the current program, the government is subsidizing one-third of the cost of the submarine.

In January, SPIEGEL reported on a United States diplomatic cable obtained by WikiLeaks dating back to January 2005 indicating that the partial subsidization of some submarine sales could be a backchannel diplomatic response to demands for Holocaust reparations payments made by Israel at the time.

An advisor to then-prime minister Ariel Sharon informed the United States Embassy in Tel Aviv of a "five-year plan on Holocaust-era reparations, pensions and restitution." The document cited the advisor stating that the plan envisioned the Israeli government calling for Germany to take over responsibility for restitution payments that had been ignored by East Germany in the sum of around $500 million, "possibly in the form of new German-made submarines." It was a portion of a 1953 German-Israeli reparations agreement "that had been attributed to East Germany, but never paid." A member of the working group from the prime minister's office contended "that such a GOI claim would not violate any 'closure' agreements about Holocaust-era claims because it would be based on the unfulfilled portion of a pre-existing agreement."

The timing of the demand was good because in 2005, Germany and Israel celebrated 40 years of diplomatic relations. Redress also played a role in the submarine deals at the time, sources with knowledge of it confirmed to SPIEGEL in January. Then-Chancellor Gerhard Schröder approved the deal for the submarine exports during his last days in office in November 2005. **Source : Spiegel.de**

India falters in getting its new submarine plan off the block

The country's long-delayed 'Project-75India' to acquire six new-generation stealth submarines has gone into such a tailspin that it will take at least another two-three years to be even finalized. With it taking six-seven years to build an advanced submarine, the Navy is faced with the chilling prospect of getting the P-75I boats much beyond 2020, leaving its conventional underwater combat arm without the requisite punch it will need to deter China and Pakistan.

Top defence sources say floating of the global tender or RFP (request for proposal) for the critical P-75I, which envisages manufacture of the six submarines with international collaboration for over Rs 50,000 crore, "is still several months away".

Originally, three of the submarines were to be constructed at Mazagon Docks (MDL) in Mumbai, while another came up at Hindustan Shipyard in Visakhapatnam. The other two were to be either imported from the foreign collaborator or built by a domestic private shipyard, as first reported by TOI last year. But with the Navy and the MoD pulling in different directions on the shipyards which should execute P-75I, coupled with defence minister A K Antony failing to crack the whip and the PMO itself getting involved, three committees were constituted one after the other to examine the project. Feedback on the report of the third committee, headed by technocrat V Krishnamurthy, which assessed the infrastructure and capabilities in private shipyards like L&T, Pipavav and ABG to manufacture submarines, will now be submitted to the defence acquisitions council (DAC) chaired by Antony. "The RFP can be issued only by mid-2012 at the earliest," said a source. Complex negotiations will thereafter follow with the foreign vendors (Russian Rosoboronexport, French DCNS, German HDW and Spanish Navantia) because the submarines have to be equipped with both tube-launched missiles for land-attack capabilities as well as air-independent propulsion for greater underwater endurance. "The actual contract is likely to be inked only by 2014-15. So, in effect, we are now looking at inducting the first P-75I submarine by 2022 or so," he said. This when the 30-year submarine-building plan approved by the Cabinet Committee on Security in 1999 envisaged induction of 12 new submarines by 2012, followed by another dozen by 2030. But 12 years down the line, not a single new submarine has been inducted. Even the ongoing Rs 23,562-crore 'Project-75' to build six French Scorpene submarines at MDL is running three years behind schedule, with the induction delayed to 2015-20. The Navy will be left with just two to three of its existing 10 Russian Kilo-class and four German HDW submarines by 2022. Consequently, even with the six Scorpenes, the nation will fall far short of the minimum of 18 conventional submarines required to deter Pakistan and China. **Source : Indiatimes**

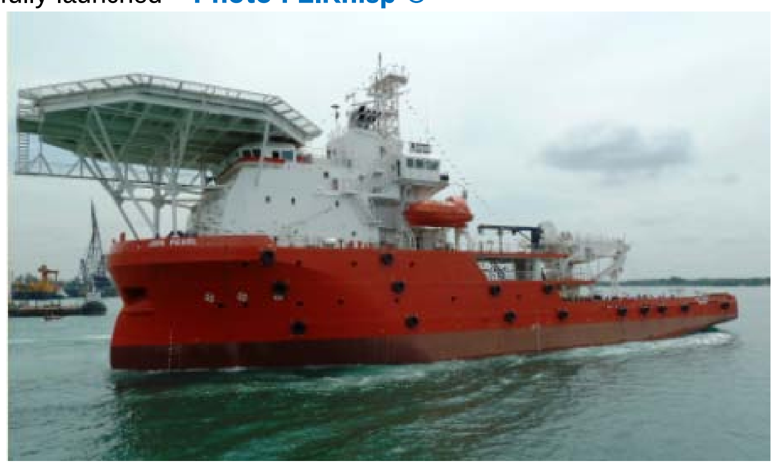
SHIPYARD NEWS

Stern section of a newbuilding seen at the DSME yard in Korea – **Photo : Daan Akerboom ©**

Mitsubishi Heavy H1 profit more than doubled

Mitsubishi Heavy Industries Ltd. announced that in the first half of 2011 financial year, its net profit is more than doubled compared to same period last year. This success is attributed to improved profits from power systems and other operations and from the one-time selling of a real estate asset. Specifically, the net profit for the fiscal first half climbed to Y39.89 billion from Y17.37 billion in the first half of 2010. For the same period, operating profit reached Y73.18 billion (+13%) from Y64.57 billion in 2010, while revenue decreased to Y1.294 trillion (4.7%) compared to 2010's Y1.357 trillion. Until March 2012, the company estimates a full year net profit of Y35 billion, a 8.7% increase in operating profit up to Y110 billion and a 1.9% loss in revenue to Y2.85 trillion. With its headquarters in Tokyo, Japan, Mitsubishi Heavy Industries Ltd. is one of the most important heavy machinery manufacturers, with almost 3 trillion sales in fiscal year 2010. MHI's offers a large variety of products and services, from space rocketry to air conditioning system, including also: shipbuilding, power and chemical plants, environmental equipment, industrial and general machinery, aircraft, steel structures. **Source : PortNews**

At the **PT Jaya Asiatic shipyard** in Batam (Indonesia) yesterday at noon the new Singapore flagged offshore support vessel **JAYA PEARL** was succesfully launched – **Photo : E.Knisp ©**



Above photos can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here]

Nobel Bros Shipyard starts building third tanker of RST-25 project for Moscow River Shipping

Nobel Brothers' Shipyard Ltd. on November 1, 2011 held an official ceremony of keel laying of the third tanker of a series of RST-25 project ordered by Moscow River Shipping Company (MRSCo), the shipbuilding firm said Tuesday.

"The tanker contract is being executed according to schedule, the vessel will be delivered to the customer in October 2012," the company press release said. Tankers of project RST-25 designed by Marine Engineering Bureau are a new class of ‘river-sea’ tankers equipped with six cargo tanks designed to carry crude oil and petroleum products, including gasoline, with no flash point limits and enhanced environmental safety and automation.

Ship’s main characteristics: LOA - 140 m, beam molded - 16,6 m, fresh / salt water draft - 4.175 m / 3.60 m, max draft DWT - 6,613 tons in salt water, 5,132 tons in fresh water; six cargo tanks and 2 slop tanks - 6990 cbm; two main 6L20 Wartsila engines with rated power - 1200 kW. Russian River Register class - M-CP4, 5 (led40) A EKO3.

The lead ship of Project RST25 is scheduled for delivery in April 2012. Nobel Brothers Shipyard (Rybinsk, Yaroslavl region) was established in 1907. The shipbuilding firm specializes in ship repair and the construction of sea-going and river vessels. JSC Moscow River Shipping Company provides freight and passengers transportation on Russia’s inland waterways. MRS owns and operates a fleet of about 150 cargo ships and more than 60 passenger vessels. **Source : PortNews**

Damen Shipyards launches DAMEN.NL

As of November 1st, the new Damen website, www.damen.nl , has officially gone live. The site has been structured according to Damen’s 10 Product-Market Combinations and navigation has been designed to be fast, simple and user-friendly. The new website aims to personalize content, enable infosharing and enhance client interaction.

COO Arnout Damen says: “For Damen, shipbuilding is as much about building ships as it is about building relations. In our industry face-to-face contact will always remain important. However, modern communication, sales and marketing depend heavily on a good website. That’s why Damen opted for an entirely new website both front and back.”

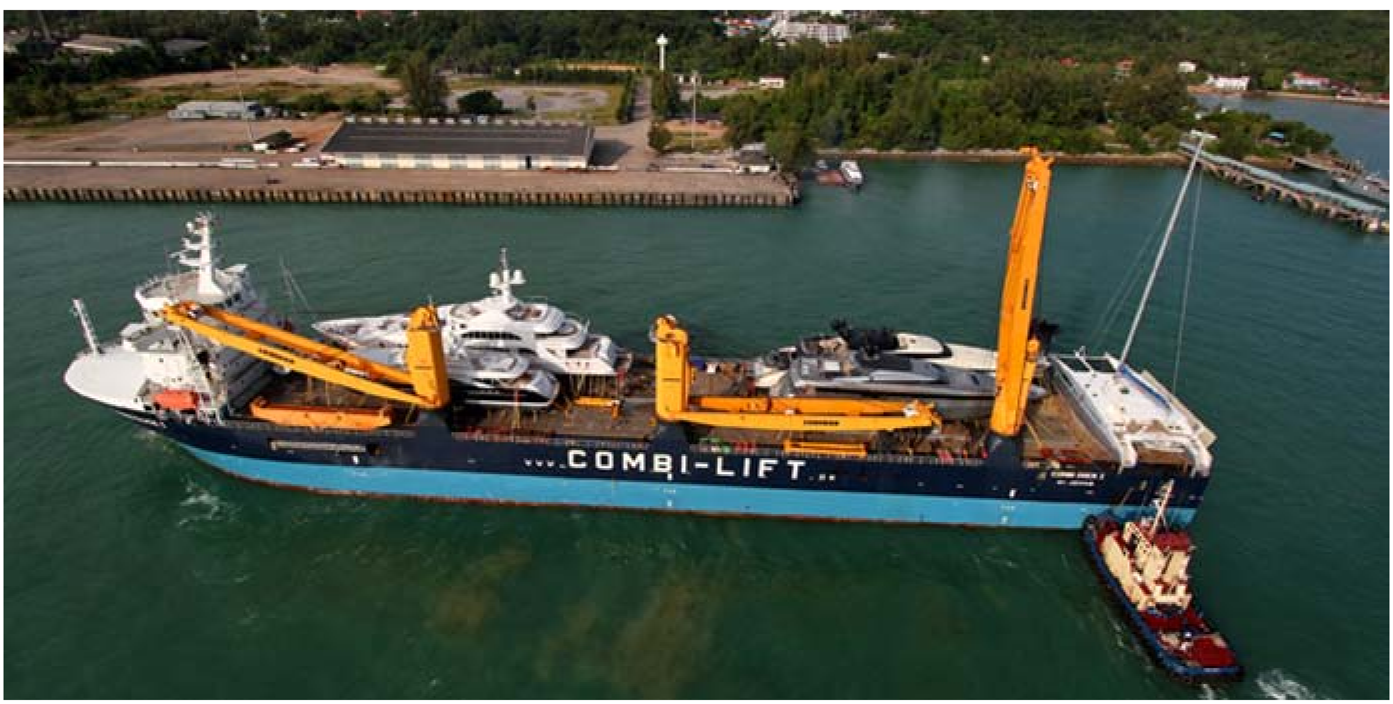
Continuous development

For Björn Smets, responsible for Online Communications, going live is only the first step. “The content management system allows us to serve our clients online. The system enables us to present regular visitors with the info they’re interested in, based on what they are looking for. We’re now working on phase two, in which we’ll integrate social media platforms and video tools into website. Slowly, the website will become instrumental to the way we work.”

ROUTE, PORTS & SERVICES

Smooth Operating in the Most Complex Lift-on/Lift-off Procedure to Date

Dockwise Yacht Transport (DYT) completed its most complex lift-on/lift-off procedure to date using the 532-foot (162.3 meters) transport vessel **Combi Dock 1**, owned by Combi Lift, whichleft Genoa, Italy on October 7 and arrived safely in Phuket, Thailand on October 28 with seven yachts aboard, including five motor yachts over 100-feet (30.5-meters) in length and a 95-foot (29-meter) catamaran with a 41-foot (12.6-meter) beam. DYT, best known for its fleet of semi-submersible "float-on/float-off" yacht carriers that eliminate the need for cranes and hoists, expands its service and expertise to include lift-on/lift-off operations with third-party carriers when there is an opportunity to service an additional port that has not been scheduled for access by a DYT ship.



"We have organized many successful lift-on/lift-off voyages but this is the first time Dockwise Yacht Transport has overseen a full load of this magnitude," said Dockwise Loading Master Jonathan Zier, who added that with the recent increase in pirate attacks off Somalia and in the Indian Ocean, shipping was a safer alternative for yacht owners who were concerned about passing through risky cruising zones on their own. As an added precautionary measure, Combi Dock 1 joined a convoy to pass through the Gulf of Aden. "By using the lift-on/lift-off procedure we have been able to utilize other third-party cargo vessels and can ship our customers' yachts to the Far East for one-off voyages," said

Zier. "It's a way for us to be more flexible and service more of the world's ports." Zier added that many factors go into a lift-on/lift-off operation, including utilizing the right transport vessel and having the top operations team along with the proper lifting gear for each boat that is loaded. "Weight is one of the most critical factors when you are performing this procedure, but it is not like lifting a heavy piece of industrial material. It's a very involved and delicate process, and in order to make sure everything runs smoothly you need to have people who specialize in handling these types of yachts."

To celebrate **Combi Dock 1's** arrival in Phuket, the Asia-Pacific Superyacht Association organized a party sponsored by Northrop & Johnson and Helm Magazine for the crew onboard, welcoming them to the region. With Southeast Asia developing as a new market for European yacht builders and an emerging cruising destination for yacht owners, DYT will be offering several future yacht transport voyages per year to and from this region and other Far East ports of call.

HB Rentals secures major North Sea contract

Global offshore accommodation specialist HB Rentals has been awarded a contract worth approximately half a million pounds to supply two salvage barges with offshore accommodation and accessories in the North Sea. HB Rentals will provide a salvage vessel with a full rental package including eight 3ft x 11ft A60 servery/mess units, a 32ft x 11ft A60 recreation room, 32ft x 11ft and 20ft x 8ft laundry rooms and a 20ft x 8ft A60 Zone II four man office unit.

The modules, which will be mobilised from HB Rentals' bases in Aberdeen, UK and Rotterdam, Holland, will also include a sewage processing system for rental comprising of plant, tank and pumps to accommodate for the extra personnel, access stairways and walkways, structural support grillage, power distribution, water making/desalination and external lighting towers. Michael Bradley, sales and marketing manager for the EMEA and Asia Pacific region said, "We have had to mobilise equipment from both Rotterdam and Aberdeen to respond in time to meet the deadlines. "The contract marks our latest success in the North Sea where we have a deserved and well-established reputation as the leader in offshore accommodation. We have invested significantly in our fleet in response to a global increase in demand from clients for offshore modules and are reaping the rewards." HB Rentals, which operates worldwide with a fleet of more than 400 A60 units, is the only specialist operating worldwide capable of supplying units that meet the latest American Bureau of Shipping (ABS), Safety of Life at Sea (SOLAS) and International Maritime Organisation (IMO) regulations and are fully Det Norsek Veritas (DNV) approved. It offers full certification, modification, offshore installation, hook up and commissioning services as well as maintenance support with a 24/7 technical service worldwide.

TurboNed Group takes over Gebr. Van Dongen Turboservice

TurboNed Group B.V. has taken over **Gebr. Van Dongen Turboservice B.V..** Coert Kleijwegt, the CEO of TurboNed Group B.V., has made this announcement on 31st October 2011. For TurboNed this move means a welcome enhancement for its TurboNed Service Center North Sea as Van Dongen Turboservice can significantly strengthen the Dutch Service Center of the TurboNed Group.

"Adding Van Dongen TurboService to our TurboNedWork, is a great step forward. We will be able to successfully offer high quality service work, exceeding our clients service expectations, even in challenging market circumstances. Moreover, we will also succeed in strengthening our presence in the North Sea area", according to Mr. Coert Kleijwegt, CEO of the TurboNed Group." Van Dongen TurboService is a highly respected name in the world of turbocharger services with more than 25 years of providing quality service to its customers."

"Becoming part of such an internationally focussed company with clear ambitions and objectives for fleet owners, is of benefit both to our customers as well as to our employees. It will improve market coverage for our services and allow us to continue to offer quality products well into the future", according to Mr. Fred van Wijk, President of Van Dongen Turboservice. Mr. Fred van Wijk will be responsible for the management of the TurboNed Service Center North Sea as of November 2011. **TurboNed Group B.V.** is the world's largest supplier of non- OEM turbocharger spare parts. TurboNed Group B.V. focuses 100% on the repair and maintenance of turbochargers as well as engineering and the distribution of spare parts. Providing excellent customer service is central to all of TurboNed Group B.V.'s actions. We are proud to provide an outstanding service combined with excellent products, flexible approach and guaranteed quality.

We care, that's why we try harder

For more information please visit the website www.tuboned.nl or contact Leanne de Boer (press contact) ldeboer@turboned.nl

Danish shipper Torm cuts FY view

Danish shipping company Torm warned on Monday its loss for 2011 would exceed earlier guidance as rates in the product tanker market had been lower than expected in the second half of 2011, Reuters reports. Torm, which is a tanker and dry-bulk operator with a fleet of about 140 vessels, said it expected a loss before tax of $175 million to $195 million for the full year 2011, exceeding an earlier forecast loss range of $100 million to $175 million.

The **TORM GARONNE** seen enroute Antwerp – **Photo : Henk de Winde (c)**

"Since the quarterly release in August 2011 the global economic uncertainty and pressure on freight rates have persisted," Torm A/S said in a statement. Chief Executive Jacob Meldgaard said in the statement that especially freight rates for larger vessels had been below expectations in the second half of 2011. "It has been a challenging market for a prolonged period, but Torm remains confident that in the longer term the product tanker segment will benefit from improved market fundamentals," Meldgaard said. The warning came ahead of nine-month results due on Nov. 17. Shares in Torm plunged 23 percent by 1244 GMT, returning to levels visited in mid-October. **Source : PortNews**

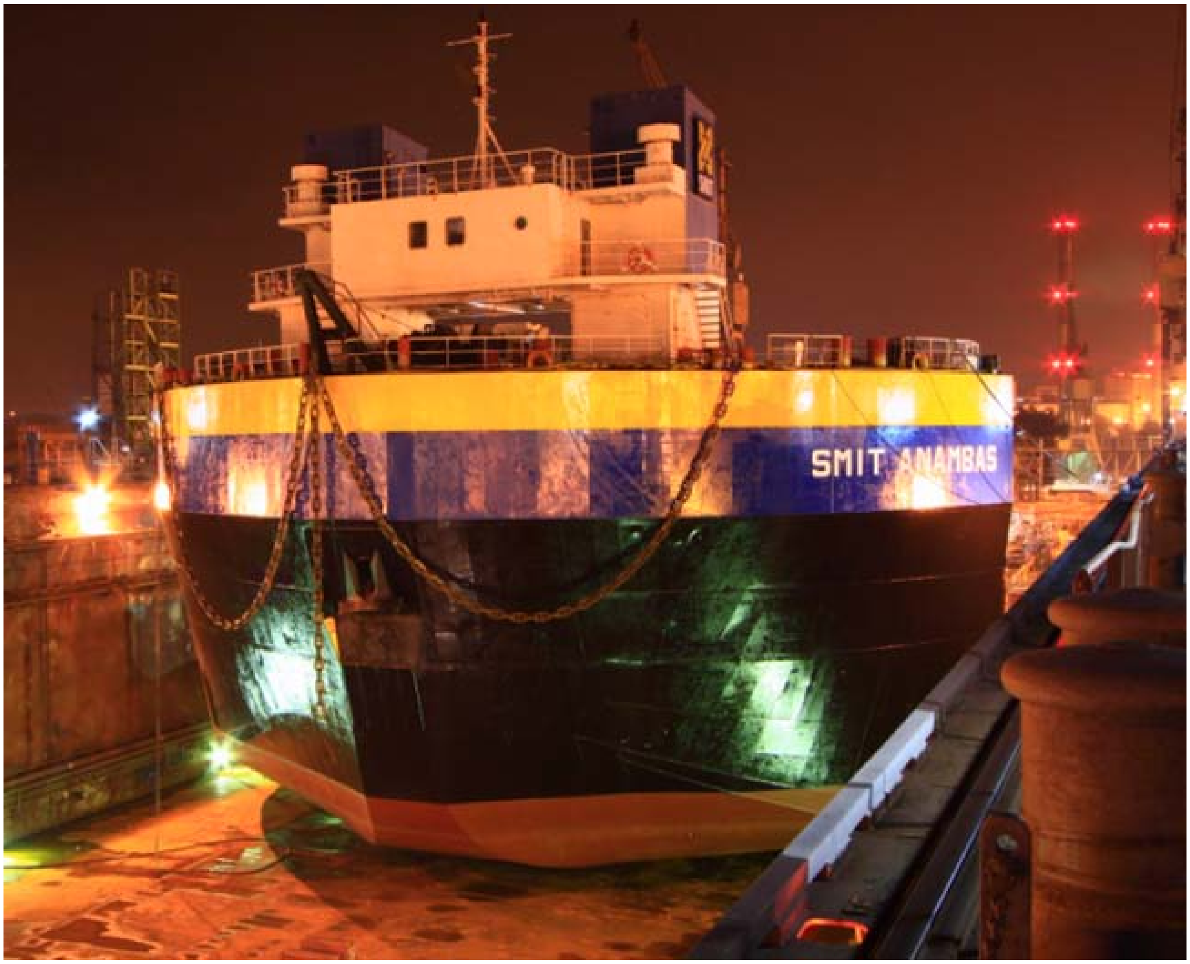
Wärtsilä to supply propulsion package for six new container vessels

Wärtsilä, the marine industry's leading solutions provider, has been awarded the contract to supply the engines and propulsion equipment for six new Ro-Ro container vessels being built for NSCSA, the National Shipping Company of Saudi Arabia. The ships are being built at the MIPO shipyard in South Korea, and when launched will be operated by Mideast Ship Management Ltd, a subsidiary company of NSCSA. The scope of the integrated solution package for each of the six ships includes Wärtsilä RT-Flex 58TD engines, controllable pitch (CP) propellers, and the Wärtsilä Energopac system. The orders for these various items have been booked on an incremental basis, the last one being the Energopac order, which was signed in September. Delivery of the equipment for the first vessel is scheduled for May 2012, and the vessels are slated for delivery from the shipyard in 2013 and 2014. The package combines the latest common rail fuel injection and valve actuation engine technology, featuring integrated electronic control. Wärtsilä's flexible engine settings enable lower minimum running speeds, which together with the aforementioned features, offer reduced fuel consumption, lower emissions and longer intervals between overhauls. Fuel consumption will be further reduced by integrating the propeller and rudder design into a single unit with the installation of Wärtsilä's Energopac system. The Energopac system is designed specifically for each individual vessel, and can be optimized to achieve the maximum possible fuel savings without compromising manoeuvrability or comfort levels. "We are delighted to have been awarded this important contract for these new Ro-Ro container vessels. It is an important segment for Wärtsilä, and NSCSA is one of the biggest shipping conglomerates in the world. The environmental sustainability and reduced operating costs of the integrated Wärtsilä propulsion solution were major factors in Wärtsilä winning this order," says Ibrahim Behairy, Director, Merchant Sales, Wärtsilä Ship Power. The RT-Flex engines provide smokeless operation at all speeds, and the propulsion package will enable these vessels to comply with the requirements of the IMOs Tier II regulations. The Wärtsilä RT-Flex engines offer optimum power output and shaft speeds with an extremely high degree of reliability. They can be operated for as long as three years between overhauls, and provide economical fuel consumption across the entire operating range. The engines are capable of extremely low and stable running speeds, which makes them highly applicable for container vessels that are often operated at 'slow steaming' speeds to save fuel. **Source : PortNews**

OLDIE – FROM THE SHOEBOX

The **FENRIS** seen moored in Sundvall (?) – **photo : coll Kees Huistede**

…. PHOTO OF THE DAY …..



The **SMIT ANAMBAS** seen at **Remontowa** Ship Repair Yard in Gdansk. – **Photo : Jacub Bogucki (c)**