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**The APL MALAYSIA seen approaching Rotterdam-Europoort**  
**Photo : Harry van den Berg (c)**

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## EVENTS, INCIDENTS & OPERATIONS



The Indonesian inter island fast ferry **DUMAI LINE 2** seen passing Batam Island – Photo : Piet Sinke (c)

## Pilot Gets One Year for Tug Crash

A tug pilot distracted by cellphone calls amid a family emergency was sentenced Tuesday to a year in prison for involuntary manslaughter in a river crash in Philadelphia that killed two people. Matthew Devlin of Catskill, N.Y., was virtually driving blind as he pushed a huge barge on the Delaware River, prosecutors said. He ran over a stalled duck boat, sinking it and sending 37 people into the fast-moving river. Mr. Devlin had spent nearly an hour on a cellphone and a laptop, and turned down a marine radio, stifling Mayday calls from the duck boat and others before the crash. He had also moved to a lower wheelhouse so he could hear better, though it blocked his view of the river. "Goodness gracious," Judge Legrome Davis of Federal District Court told Mr. Devlin. "Everybody knew this was happening but you." **Source : NYTimes**



The **HARBOUR KRYSTAL** seen enroute Rotterdam – Photo : Ria Maat (c)

## Malayali sailor goes missing in South China Sea

Four days after an Indian sailor went missing from a ship sailing in South China Sea, his parents in Kerala are waiting for a message that all is well. Roshan Mathew, 23, son of Cherian of Ottaplackal House in Manarcadu near Kottayam, had gone missing from a ship in South China Sea near Hong Kong since October 31. Roshan was working as a third officer in MV **TS Japan**, a ship owned by Synergy Maritime Pvt Ltd.

The ship had started from Shekou Port in China and was heading towards Laem Chabang Port in Thailand. Synergy Maritime has its Indian office in Chennai while its corporate office is in Japan. According to the information provided by the shipping company to Roshan's parents, Hong Kong coast guard conducted search operation with aircraft and other ships in the sea to locate the missing sailor but did not succeed.

"Now I have very little hope that my son would be alive. May be he would have been saved by some fishing boats," Roshan's father Cherian Mathew told TOI on Thursday. "Lot of fishing boats, both big and small, throng the sea near Hong Kong. Usually, if they rescue someone from sea, they would leave him only once they reach a port. That may take two to three weeks," Cherian said. Cherian cited an incident when his friend's son was rescued by a fishing boat and dropped in a remote village in Sri Lanka after three weeks. "The boy had to make a phone call from there to his parents to inform that he was alive," he said hoping that something similar would happen in his son's case also.

Roshan had joined the ship only 15 days back. The company officials in Chennai informed Cherian that Roshan was on duty till 4pm October 31 (Monday) and was expected to get back to duty at 8pm and search operations were on since he was not found.

Since the news of the mishap spread in Kottayam, local residents were trying their best to help the distressed family. They have alerted the authorities about the situation. "We have sent a letter to chief minister Oommen Chandy and Union Minister for Overseas Indian Affairs Vayalar Ravi. We have also contacted Union defence minister A K Antony," said Babu K Kora, president, Manaracadu panchayath. The representatives of the shipping company had also visited Roshan's parents to apprise them about the turn of events. **Source : Indiatimes**

## Marine Atlantic defends sale of former ferries

Marine Atlantic has released a seven-page document outlining the decisions surrounding the sale of the **MV Joseph and Clara Smallwood** and the **MV Caribou**. The Crown corporation says disposal of the ships in a non-environmentally friendly manner "would constitute a breach of the terms of sale and Marine Atlantic will consider its options up to and including legal action." In the document, Marine Atlantic provides answers to general questions



about the sale of the ships. The document says the **MV Caribou** was sold for \$3.875 million and the **MV Joseph and Clara Smallwood** was sold for \$3.8 million. Those were the second highest bids received. The highest bidder did not complete the sales transaction and was disqualified from the process. Marine Atlantic said it did not recycle the vessels itself because it would not fit into its business model and the corporation lacks the expertise. The corporation said it did not pay to have the vessels recycled because it was seeking the best financial return for the people of Canada.



The **ISLAND PRINCESS** final approach for docking at Oranjestad Aruba. - Photo : Rafael Maduro (c)

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## **LISCO GLORIA hull for sale**

The remains of what had been LISCO GLORIA are now offered for sale.

This spring and summer, the fire-damaged ferry has been broken up down to the hull in Klaipeda. Steelwork, keel and engines are reportedly more or less undamaged which led to the re-appearance of the "ghost ship" on the sales list.

Source : [shippax.se](http://shippax.se)

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The **SEA PRINCESS** seen arriving at Port Chalmers 3/11/2011 - Photo : Ross Walker (c)

## RNLI to trial new lifeboat station in the Western Isles



The Royal National Lifeboat Institution has approved the trial operation of a new lifeboat station on the Isle of Harris in the Outer Hebrides of Scotland. The proposed location is at Leverburgh, adjacent to the Sound of Harris where an all-weather lifeboat will operate on a trial basis for a minimum of 12 months starting next year. The new lifeboat station will improve the operational lifeboat cover between RNLI stations in Stornoway and Barra, which are 135 miles apart, and Portree. The date for the start of the trial has not yet been set.

The trial was approved Wednesday 2 November by the RNLI's Trustees and follows a recommendation from the charity's Operations Committee, which reviewed the provision of RNLI lifeboats in the area and concluded there was a strong operational case for

locating an additional all-weather lifeboat at Leverburgh.

In recent years the RNLI received representations from the South Harris Community Council, which has campaigned for a lifeboat to be based in the Sound of Harris for some time. Volunteers are already coming forward to crew the Mersey class lifeboat, operate the station and raise funds for the station's operating costs. Michael Vlasto, the RNLI's Operations Director, said: 'I am delighted that the RNLI's Trustees have agreed to this trial and look forward to improving our lifesaving capacity in the challenging shallows waters of the Sound of Harris, the Minch and around the Outer Hebrides.

Paul Jennings, the RNLI's Divisional Inspector in Scotland, said, 'We have been looking at this idea for some time. This decision is about us providing a level of support to an exposed and isolated community where the casualty potential warrants the establishment of an all-weather lifeboat station. We hope that people will continue to step forward to volunteer for their local lifeboat and make the trial the success it deserves to be'. Paul Jennings will be visiting Leverburgh on 7 November when the community will have the opportunity to meet and talk about the plans. **Source :** Stornowaygazette





The LNG tanker **HYUNDAI COSMOPIA** seen westbound in the Singapore straits – Photo : Piet Sinke (c)

## Medium range tankers surviving the downturn so far in the year


With the vast majority of tanker markets in the red, it's difficult to discern a silver lining. One of those is the medium-range product tanker market, with MRs hanging in there. According to a recent report from CR Weber, "since the start of 2011, tanker time charter rates have been under negative pressure as the prolonged state of recessed spot market earnings -- and expectations for a continuation thereof -- have taken their toll. This trend has been most observable for the VLCC class, for which the one-year time charter rate assessment has declined by 36% to \$19,000/day" said the shipbroker's analysis. For the MR class, however, the rate assessment presently stands at \$13,500/day – precisely the same level as at the start of the year said CR Weber.

It went on to explain that "contributing to the halting of MR time charter rate declines are the stronger earnings the class has earned on the spot market this year due to heavier demand and a relatively better-balanced fleet growth profile. Rising levels of US product exports on the back of better refining margins for US Gulf area refineries capable of sourcing crude inputs priced at widened WTI prices (relative to Brent prices) against sluggish domestic demand and rising Latin American demand has formed one of the bases of this scenario. Similarly, poor refining margins in Europe have seen refinery utilization rates there stagnate at low levels. These features have created opportunity for the MR spot market by offsetting a lull in demand for US product imports with longer-haul US-Latin America runs and reduced ballast time on trans-Atlantic trades. Though a boon for MR owners, for charterers these developments have meant greater exposure to costlier rates—and greater volatility thereof. By taking MR tonnage on time charters, charterers can hedge exposure to future rate developments or, potentially, profit by operating tonnage on the spot market. At present rates, an MR trading a cargo from the US Gulf to the ARA ranges followed by a subsequent cargo from ARA to New York, may potentially obtain triangulated earnings of ~\$22,100/day over an assumed 38 days. In this scenario, gross freight paid by a spot charterer equals \$1.7m. Performing the same voyages on tonnage chartered in at \$13,500/day plus bunkers and port costs would equate to a savings of ~\$363,000 over the 38 days.

Similarly, trading a cargo from the US Gulf range to Central America's east coast followed by a subsequent cargo from the Caribbean to the US Atlantic Coast can obtain potential triangulated earnings of ~\$22,800/day over an assumed 22 days at present rates. Performing these voyages on chartered in tonnage at \$13,500/day plus bunkers and port costs would have saved the charterer ~\$227,000. Examining the prospects for time chartered tonnage being operated purely on the spot market as a profit play shows that period charterers can earn as much as \$9,115/day once time charter costs, freight income and voyage costs are accounted for on the aforementioned triangulated trades at today's rates. With the MR outlook considerably better than for the class' larger piers, it is possible that time charterer rates are now


firmly at attractive levels" concluded CR Weber's analysis. Meanwhile, in the product tanker market this past week, Fearnley's said that "on the back of many fresh TC2 inquiries in the market, the week seemed to start without any clouds on the horizon. In addition to a handful of uncovered cargoes left over from last week, ws180 or higher was on the owners' minds for movements UKC/USAC basis 37kt. The charterers however stepped back and fixing activity was largely muted until mid-week, pushing rates down to around ws165. On the larger tonnage activity is slow, with fixing levels steady at ws115 basis 60kt. Despite the run-up in rates for MRs on the Continent, the smaller tonnage has been relatively unaffected. Handy- and Flexi-size rates are stable at ws165 basis 30kt, and ws215 basis 22kt for NWEurope trading. Despite high fixing activity, the backhaul

voyages ex USG for destination UKC-Med has slightly softened to ws137.5 basis 38kt, however Caribs upcoast is firming further to ws177.5 basis 38kt. In the Middle East, the LR1s are still not experiencing any positive movement in the market. For voyages MEG/JPN, rates have taken another turn down, and we are now estimating rates to ws107.5 basis 55kt. Rates for LR1s trading Jet MEG/UKC are now estimated at usd 1.75 million basis 65kt. The list of available tonnage remains substantial, without any signs of sudden improvement. LR2s trading MEG/JPN are still experiencing a softer market, with rates now estimated to ws105 basis 75kt. MRs trading SPORE/JPN are still seeing rates at around ws150 basis 30kt, and MRs trading MEG/JPN are fixing at around ws140 basis 35kt" concluded Fearnley's. **Source :** Nikos Roussanoglou, Hellenic Shipping News Worldwide

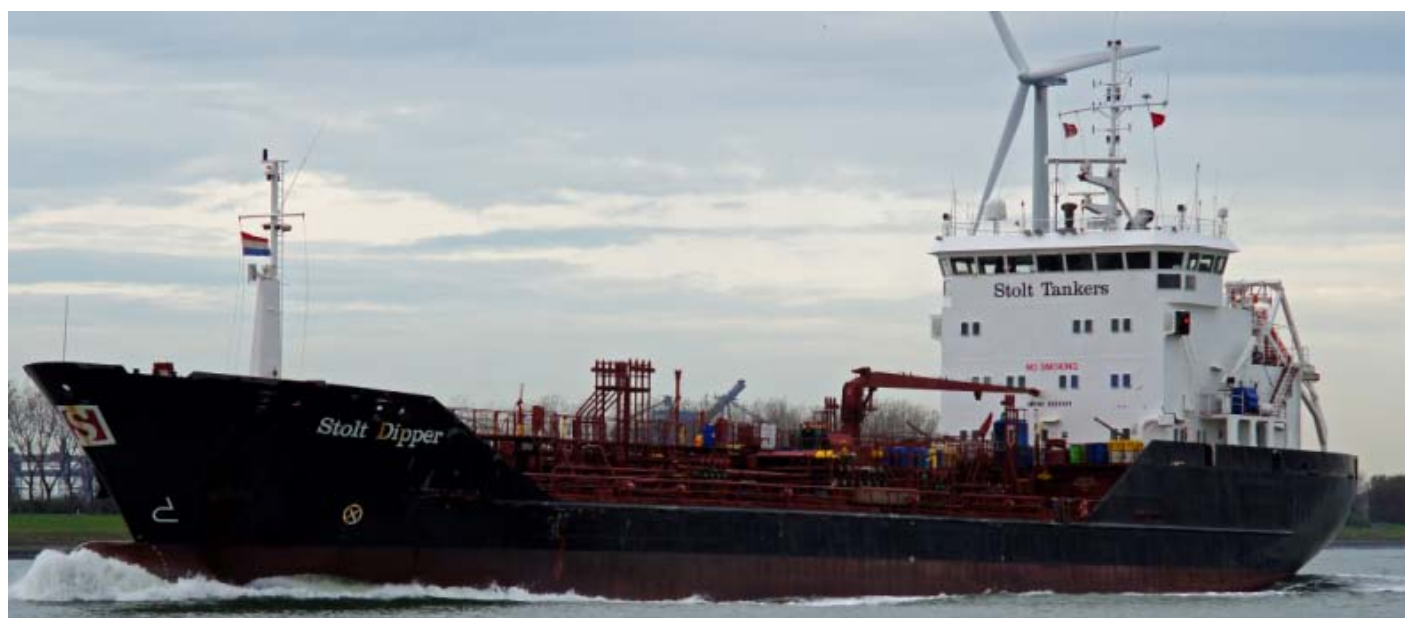


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The **STOLT DIPPER** seen enroute Rotterdam – **Photo : Kees Torn (c)**

## **COSCO says negotiates sharply lower charter costs**

China COSCO Holdings Co Ltd , operator of the world's largest bulk cargo fleet and a major global container shipper, said on Thursday that it has been able to slash charter costs after successful renegotiations with ship owners amid a gloomy outlook for the shipping industry. "The negotiations went well. Most of the ship owners have agreed to reduce

charter costs," COSCO Chairman Wei Jiafu told Reuters on the sidelines of a global shipping conference in Boao, on the southern Chinese island province of Hainan.

COSCO had managed to reduce "a large portion" of charter costs through the negotiations, Wei said, adding that the company had stopped buying ships last year because of an uncertain industry outlook. COSCO halted payments to several ship owners earlier this year to force better terms, a move that threatened to taint its reputation within the international shipping community. It had sought to reassure investor that talks with ship owners over unpaid bills would be resolved. **Source: Reuters**



Hartman's **ATLANTIC** seen enroute from Urk via IJmuiden to sea for trials - **Photo : Marcel Coster (c)**

## Ferry firm push boat out for charity

A NORTH Shields ferry company is pushing the boat out to raise money for one of the region's oldest children's charities. DFDS Seaways has launched seven mini cruises to Amsterdam to raise funds for Children North East, a charity set up in 1891 to provide help and support to disadvantaged children across the region.



The **KING SEAWAYS** seen in IJmuiden – **Photo : Hans Blomvliet (c)**

Youngsters who have been helped by the charity enjoyed a tour of the **King Seaways** ship and helped launch the charity cruise dates, which run every day from Saturday, November 19 until Saturday, November 26. Customers wishing to travel on a mini cruise can choose to pay £35 or £50 per person for a two night break. DFDS Seaways will



donate all of the proceeds to the charity, which it has been supporting for five years. Passenger director John Crummie said: "We are proud to support such a worthwhile charity and it continues to be a privilege to witness the good work which is achieved in our local area through the money that we raise with our customers." Carol Taylor, senior fundraiser for Children North East said: "We are very grateful to DFDS Seaways for their phenomenal support over the past five years and for increasing their commitment to charity when so many businesses are cutting back."

For more information call +44 (0) 871 882 0885 or [www.dfds.co.uk/charity](http://www.dfds.co.uk/charity)

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The **DELTA VICTORY** seen outbound from Rotterdam – Photo : Harry van den Berg (c)

## Steamship Mutual Sets 5% Premium Increase for 2012

The Directors of the London-based Steamship Mutual P&I Club "recently reviewed the Club's open policy years, as well as claims in earlier years, and considered the premium ratings required for the 2012 policy year," said an announcement from the Club. The Board noted that "back year claims (those in the policy years up to 2009/10) had increased above projections during the early part of 2011, although over more recent months there has been some improvement in prior year claims compared to projections. For 2010/11, claims are developing satisfactorily, at lower levels than projected for the year."

However, the bulletin also stated that so far this year "claims (notably crew) are higher in both number and amount than those reported at the same point last year, with more high value (excess of US\$1 million) claims for Cargo, Fixed and Floating Objects and on charterers' covers." As a result Steamship's board concluded that these developments "appear to reflect a degree of upward pressure upon claims which, it seems, has not yet been reversed by slowing global growth. Despite turbulent financial markets, the combined portfolio of the Club and Trust has maintained an overall return of 2.2 percent to date."

"Against this background the Board decided to increase premium ratings by 5 percent across all areas of the Club's business, and to increase deductibles to a minimum of US\$5,000 and by US\$1,000 for deductibles below US\$25,000. Release calls have been reduced for the 2009 and 2010 policy years, to 5 percent and 15 percent respectively, and for the 2011 and 2012 policy years set at 20 percent." CEO Gary Rynsard commented: "The Board was naturally sensitive to the extremely difficult conditions in the freight market. Although claims in the current year are not a cause for

concern there are signs of claims inflation, in particular crew claims. This allied to the effects of the replacement of older higher rated tonnage with new lower rated tonnage means that premiums must be increased. The Board decided that a 5 percent increase in premiums over all covers and a modest increase in deductibles was the appropriate response to ensure the continued financial strength of the Club." **Source: Steamship Mutual**



The 2005 built 4045 TEU **SAFMARINE NOKWANDA** seen in Rio Grande – **Photo : Marcelo Vieira ©**

## The Coast Guard is investigating an collision in Warrenton, Ore., which occurred Saturday.

The crew of the tug **Altair** was towing the barge **Deneb** Saturday when it allided with the breakwater structure near Eben H. Carruthers Memorial Park in Warrenton causing the **Deneb** to overtake and then strike the **Altair**. Coast Guard vessel inspectors and investigators from Marine Safety Unit (MSU) Portland, Ore., inspected the vessel Sunday and took statements from the crew.

"There was very little chance for pollution to reach the river in this case thanks to the double bottoms in the **Altair** and the relatively light impact of the allision," said Senior Marine Inspector Paul Thunberg, a civilian vessel inspector from MSU Portland. An investigation into the cause of the allision is underway.

Both the **Altair** and the **Deneb** suffered minor damage, but neither vessel ran aground. Sea trials for the **Altair** are expected to take place Sunday or Monday to determine the seaworthiness of the vessel before it may continue its journey. Some damage occurred to the wooden breakwater structure at the pier, but the extent of the damage has yet to be determined.



## RAYMOND LORD NAMED PRESIDENT OF DONJON-SMIT, LLC

It was announced that **Raymond Lord** has been named President of **Donjon-SMIT, LLC**, effective November 8. A native of Houston, Texas, Mr. Lord has more than 30 years of experience within the marine salvage industry, most recently serving as Vice President and Operations Manager for **SMIT Americas** in Houston. "We are very happy to welcome Raymond Lord to Donjon-SMIT," said John A. Witte, Jr., Director, Donjon-SMIT. "We look forward to a long and productive future with him at the helm," Douglas Martin, Director, Donjon-SMIT, added.





## GREEK BULKER RELEASED BY SOMALI PIRATES AFTER 11 MONTH HOSTAGE ORDEAL

**MV BLIDA** was released today and the crew is in good condition, given the circumstances. Captain Vitali and the Chief Officer called ECOTERRA Intl. at midday to relay the message to the diplomatic missions, thanking everybody involved in the release efforts. The captain confirmed that the remaining crew of 25, two sailors had to have a medical evacuation earlier, is all right and happy that they will reach in about five days Mombasa in Kenya. The released ship and crew are now escorted by a naval vessel through this still dangerous stretch of water. **Source : ECOP Marine**



The **NOBLE BULLY I** seen off Curacao

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

## Global shipping downturn worse than 2008

Global shipping is experiencing a downturn that's even worse than during the 2008 financial crisis, China's transportation minister said on Thursday, with the outlook for the industry made increasingly uncertain by the European debt crisis. The shipping industry, a bellwether of economic activity because of its role in world trade, saw chartering rates plummet from mid-2008 to the end of that year. A recovery through 2009 and 2010 came to a grinding halt this year as the European debt crisis threatened to snuff out nascent economic growth and as vessels

ordered during the boom started to arrive on the market. Participants at a global shipping industry conference in Boao, on the southern Chinese island province of Hainan, don't expect the industry to turn up again until 2014, according to an informal survey by HSBC at the event. "This condition may last for a relatively long period of time," transportation minister Li Shenglin told the event. China is particularly important for the shipping industry as its huge appetite for raw materials has been one of the key factors supporting rates. The supply glut, made worse by economic woes in the United States and Europe, has pushed rates for dry bulk vessels that transport goods such as iron and coal below 2,000 on the Baltic Exchange, less than a fifth of the 2008 peak. On the flip side, rising fuel and other costs have squeezed operators' margins. Global benchmark Brent crude has averaged more than \$100 this year for the first time ever. "The industry is double hit by the supply and demand imbalance and rising costs, especially fuel costs," Li said. China COSCO Holdings Co Ltd, operator of the world's largest bulk cargo fleet and a major global container shipper, has been able to slash charter costs after successful renegotiations with ship owners, its chairman said. "The negotiations went well. Most of the ship owners have agreed to reduce charter costs," COSCO Chairman Wei Jiafu told Reuters on the sidelines of the conference. COSCO halted payments to several ship owners earlier this year to force better terms, a move that threatened to taint its reputation within the international shipping community. Wei said that the company had stopped buying ships last year because of an uncertain industry outlook.

The European debt crisis has made the outlook for the world economy and the shipping industry more uncertain. The World Trade Organisation has cut its 2011 trade growth forecast to 5.8 percent from 6.5 percent predicted earlier.

"The European debt crisis will be there for a long term and it will add volatility to the market from time to time," said Dong Tao, an economist at Credit Suisse. The IMF cut its global economic growth forecast to 4 percent for both 2011 and 2012 in September from 4.3 percent and 4.5 percent, respectively. Slowing growth comes at the same time as rising supply of vessels. The global dirty tanker fleet, dedicated to transporting crude and fuel oil, is expected to grow 9 percent this year and 7 percent next year, ship association BIMCO has said. This compares with an expected growth in world oil demand of 1.1 percent for this year and 1.4 percent for 2012 given by the International Energy Agency in its latest report. Share prices of many shipping companies worldwide have tumbled in the past year amid a deteriorating earnings outlook. COSCO Holdings, which made a net loss of 2.07 billion yuan (\$325.81 million) in the third quarter, saw its share price fall about 60 percent in the past 12 months. Won-Woo Lee, chief executive of Hanjin Shipping's container business unit, said it might be difficult to break even on all of its shipping routes next year, especially European routes, citing overcapacity. "Europe will be more painful next year," Lee said. **Source: Reuters**

## NAVY NEWS



The 1969 commissioned Russian Type 61 Kashin class destroyer, **SMETLIVY** ([Intelligent](#)) seen arriving at Valletta, Malta, the **SMETLIVY** is the last remaining Kashin class destroyer in the Russian navy and is assigned to the Black Sea Fleet, Was in overhaul and modification 1987–96; after departing the yard, was briefly laid up for lack of funds to complete the final 5% of the overhaul, which included a new sonar suite, the addition of antiship missiles, and improved EW equipment. Was demoted from Bol'shoy Protivolodochnyy Korabl' (Large Antisubmarine Ship) to Storozhevoy Korabl' (Patrol Ship) in 1992. **Photo : Gejtu Spiteri ©**



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## Navy ship contract talks to begin soon

**Deal: Negotiations of Umbrella Agreement to construct vessels should be finished by Dec., says Irving Shipbuilding president**

Negotiations will soon start on the overarching contract governing Irving's \$25-billion shipbuilding deal with Ottawa.

Negotiations on the Umbrella Agreement, the main contract between Irving and the federal government, should be complete by December, says Irving Shipbuilding Inc. president Steve Durrell. In all, Irving's Halifax Shipyard will churn out 21 combat vessels over 30 years. By the end of 2012, Irving will have negotiated the specific contract to build six Arctic Offshore Patrol Ships - the first portion of the deal. Those vessels will undergo design and engineering work between 2012-2013. Production of the six patrol ships will stretch from 2013-2020. The patrol ship contract will overlap with Irving's work on 15 Canadian Surface Combatants (frigates and destroyers).

Design and engineering work for those 15 vessels will take place between 2015-2019, with actual production expected to extend from 2019-2041. Currently, the Irving yard is working to complete nine mid-shore patrol vessels for the Canadian Coast Guard. Work on that project is expected to wrap up in 2013, the same year steel will be cut for the six patrol ships. According to Durrell, the goal is to have all of Irving's contracts overlap - to ensure constant work from now until 2040.

"That's one of the objectives of the National Shipbuilding Procurement Strategy - to have that steady workload," he said in an interview. In anticipation of that workload, Irving plans to build a large Ultra Hall on the north end of its Halifax dock. The massive shed will be large enough to house two frigates or destroyers, allowing workers to build two ships side by side. "It's a significant capital expenditure. It will be the most visible upgrade," Durrell said. Ellen Farrell, a management professor at Saint Mary's University in Halifax, says Irving has won the right to build the 21 ships at an approximate cost. But much is still to be determined, she says, from final ship designs to the types of equipment that will fitted aboard them.

And with such a lengthy project, there's always the risk of delays, said Farrell, who teaches in Saint Mary's Sobey School of Business. "But I have no reason to believe that the Halifax Shipyard or Public Works or the Canadian Navy are out of sync on what's happening here." And according to Farrell, the impact of Irving's successful bid cannot be overstated. "I've talked to quite a few people in the shipbuilding industry and nobody remembers a single contract of this magnitude," she said. "We get this feeling the world is - economically speaking - starting to slide backwards again. But here we are in Halifax with ... the biggest plum that ever came out of the pie. Regardless of what's going on in the world, we can look forward to a good, solid industrial base." Irving expects peak employment, of about 2,500 workers, in 2020. The Halifax yard now employs about 1,200. **Source : telegraph-Journal**

## Nuclear reactor test site may close

**A nuclear submarine reactor test site could be decommissioned after 2015, the Ministry of Defence has said.**

The Vulcan Naval Reactor Test Establishment (NRTE) site at Dounreay, in Caithness, has historically been used for the development of new reactor core designs. However, the MoD said confidence in the technology and computational modelling meant "prototyping activities" were no longer needed.

It is now considering what will become of the site after the current series of reactor core prototype tests are completed in 2015. Possibilities include decommissioning it or putting it into "care and maintenance". In a statement,

the MoD said: "Options for the future of the site are currently being assessed; these range from placing the prototype facilities into care and maintenance while retaining the site's strategic capabilities, to decommissioning the site and returning it to Nuclear Decommissioning Authority ownership. "We will work closely with the Department for Energy and Climate Change, the Nuclear Decommissioning Authority, the Scottish Environment Protection Agency and the Scottish Government during this process." **Source : The Press Association.**



Above the **HMS Clyde** seen 03-11-2011 arriving in Simon's Town (South Africa) - **Photo : Bob Johnston (c)**

## **SHIPYARD NEWS**

### **Hanjin Heavy lays off staff**



**Hanjin Heavy Industries & Construction** made a decision to carry out paid leave of 400 staff from mid-November as it temporarily shuts its Busan yard due to a lack of orders, Seatrade Asia online reports. The yard has suffered a 10-month strike earlier this year. Hanjin Heavy opened a giant yard in Subic Bay, Philippines four years ago and increasingly ship orders have migrated to the cheaper labour destination in Southeast Asia. Hanjin Heavy's Busan yard, located in the city centre, is the oldest shipbuilder in Korea. **Source : PortNews**

Left : **HANJIN heavy Industries & Construction** offices in Busan (South Korea) – **Photo : Piet Sinke ©**



## ROUTE, PORTS & SERVICES

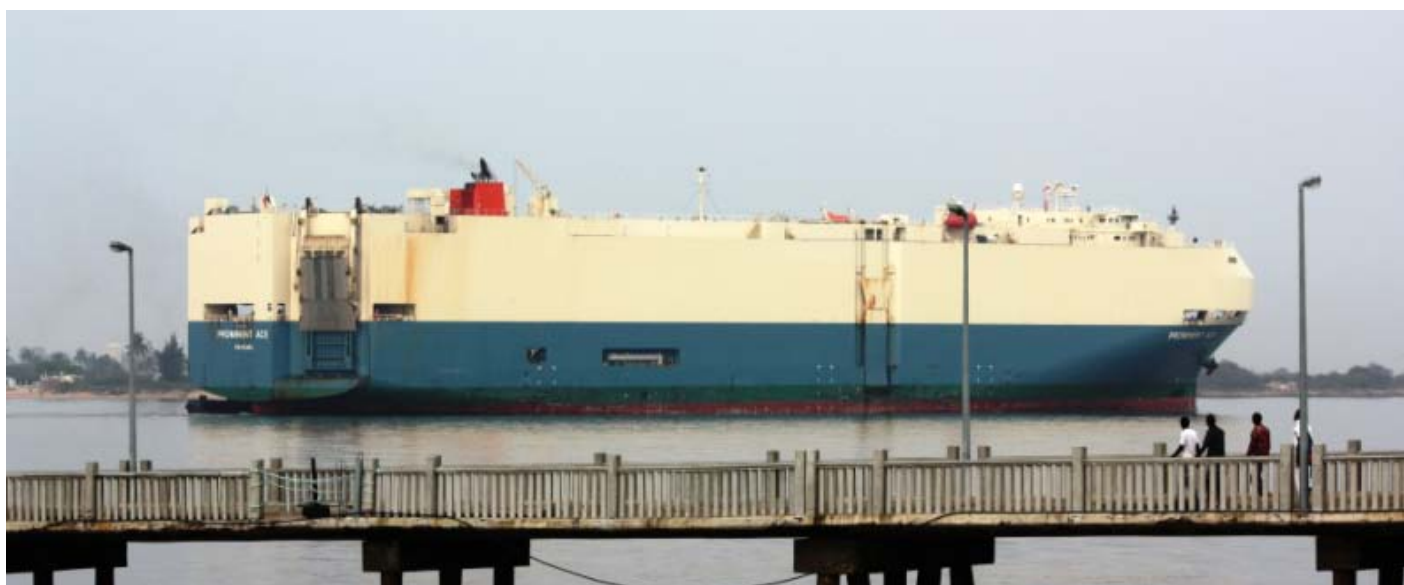


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The **Prominent Ace** proceeding up the river to the Maputo car terminal. - Photo : Richard Purchase (c)

## Yang Ming to build mega-container vessels

The chairman of Yang Ming Marine Transport Corp. said Thursday that he planned to make a proposal to his Board of Directors the following week to build 16,000 twenty-foot equivalent unit (TEU) container vessels. Frank Lu said on the sidelines of a legislative session that if his proposal is passed, Yang Ming, one of Taiwan's leading container shippers, will have vessels twice the capacity of its current 8,000 TEU vessels. He added that the biggest container vessel in the world is 18,000 TEU and that building ever-larger vessels is a trend among many international shippers. Yang Ming has ordered 12,000 TEU vessels from the Taiwan-based China Ship Building Corp (CSBC) and is scheduled to receive the ships in 2012. Meanwhile, Evergreen Marine Corp, the nation's largest and the world's fourth-largest shipper, owns a maximum capacity of 7,000 TEU vessels and has commissioned the CSBC to build 8,000 TEU vessels, with the vessels scheduled to be delivered in 2013. **Source: CNA**

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The **MAERSK BELFAST** seen enroute Amsterdam – Photo : Simon Wolf (c)

## Every container shipped from Asia to Europe costs lines \$141

Shipping lines are losing a record US\$141 for every container they carry to Europe from Asia, as slowing economies continue to take their toll on demand, experts have warned, ifw-net reports. Analysts at ACM/GFI, a joint-venture between London-based ACM Shipping and GFI Group, said companies were losing money because of a fuel surcharge of \$790 for each container. "Current rates on Asia to Europe are lower than the lows seen in 2009," said ACM/GFI, "when shipping companies were losing \$41 for each 20ft box that June." ACM/GFI's figures were obtained from a weekly index produced by the Shanghai Shipping Exchange (SSFI) for the rate to north-west Europe from Shanghai that included fuel and other surcharges. For the fuel surcharge, the analyst cited an example of shipping a container to Rotterdam from China by Maersk Line, the largest operator on the route. Freight rates for Shanghai to north Europe fell 4.1% last week, the eighth drop in nine weeks, according to the SSFI. Rates hit a record high of \$2,165 in March 2010, according to ACM/GFI. Source PortNews



The **STENA TRANSIT** arrived from Korea in The Netherlands, above is the ferry seen moored in the Wilton harbour in Schiedam – Photo : John van der Linden (c)





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The **SEYCHELLES PRIDE** seen passing the Kiel canal - Photo : Martin Kramer ©

## Alphatron Marine introduces new magnetic compass range



**Alphatron Marine** is proud to introduce a full magnetic compass range. Old techniques are combined with the latest designs and materials, resulting in a weight reduction of about 40%. The Alphabinnacle series will be available in 3 versions: for vessels above 150 Grt, for vessels upto 150 Grt and for non SOLAS vessels.

All compass variants have been wheelmark approved and are complemented by a full range of correction magnets and devices. Furthermore Alphatron also offers a full range of TMC systems equipment. For more information please contact Alphatron Marine at [deepsea@alphatronmarine.com](mailto:deepsea@alphatronmarine.com)





The **GO GOUCAR** seen arriving in Cape Town – Photo : Aad Noorland (c)

## Cruise ships set record for Port of Nassau

Downtown Nassau bustled with commerce October 27, when the port made history by hosting seven cruise ships at once for the first time. The seven ships is a record for the recently-revamped port. The ships brought in almost 25,000 visitors – 17,762 vacationers and 6,935 crew members. Reports confirmed that the large number of guests kept small business operators in the downtown and nearby areas occupied throughout the day. Shops were filled with visitors searching for souvenirs. Meanwhile, restaurant operators reported that the large number of ships in port kept a steady stream of traffic coming to their establishments. Ground transportation providers for the cruise industry were also fully engaged, said Carla Stuart, director of Cruise Development in Ministry of Tourism & Aviation.

"All the taxis downtown at Festival Place were fully engaged," she said. "Additional cabs had to be called from various hotels to meet the demand at the cruise ships. So this was definitely a banner day for the businesses that cater in large part to our cruise visitors." Ms. Stuart said it was especially beneficial since four of the seven ships stayed in port over night. This allowed passengers to explore more of the city and enjoy various entertainment options for a longer time, she said. The Carnival Glory spent an especially long time in port, arriving on the morning of October 27 and leaving in the evening of October 28. Minister of Tourism & Aviation Vincent Vanderpool-Wallace gave a special commendation to Captain Eugene Munroe, the tugboat captain who along with his team safely navigated the record-setting seventh ship into port. Minister Vanderpool-Wallace pointed out that the team's extensive experience and seafaring knowledge allowed him to engineer the operation that brought a financial boom to the downtown area. The day brought in \$319, 716 in passenger head taxes and it is estimated that the guests spent about \$1.18 million while in port. Source thebahamasweekly



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The **MSC SENTOSA** seen yesterday anchored off Sentosa Island (Singapore) – Photo : Piet Sinke ©

## New ferry boss reveals masterplan vision for Holyhead port

A FERRY company employing more than 1,000 people on Anglesey will draw-up a masterplan to create more jobs and reinvent the island's port. Jamie Christon, new boss at **Stena Line** in Holyhead, said big plans were in the pipeline, including an influx of cruise ships that could bring 20,000 extra visitors in 2012.

In an exclusive interview with Business Post, Stena's director of the Holyhead to Dublin and Dun Laoghaire routes, revealed his vision for the bustling harbour. A former managing director at Exeter International Airport, he believes the location has huge potential and will push for Holyhead to play a major role in the £15billion 'Energy Island' initiative.

However, Mr Christon needs businesses in North Wales to work with the travel giant to make this vision a reality. The 39-year-old, originally from York, has been in the job for just four weeks having left his role as managing director of Exeter Airport. But he has long-term plans for the area, and said: "I'm responsible for everything and everyone on board the three Stena Line vessels - **Adventurer**, **Nordica** and **HSS Explorer** - as well as the port, the seabed and the land we own around it - it's a big responsibility.

"There is so much potential and so much scope for development here, so we will be putting together a masterplan to realise that. The head office of Stena is in Sweden but operations in the Irish Sea are up to me; the role has a lot of autonomy so we can put a stamp on the port and services. There is a template and a strategy but we can make our own decisions."

Together with port manager Captain Wyn Parry, Mr Christon will look to develop a strategy for growth over the coming decade. "I'm keen to get to know more about North Wales and the island from a business perspective; we're a big employer in Holyhead - there are around 1,000 indirect jobs, including 400-500 on our ships and 200 here at the port - so it's important we work together," he said. "One aspect we're looking at is the cruise market. Around 20 ships, mostly from America, will be coming to Holyhead with around 1,000 passengers on each vessel next year. We don't want them to get on coaches and disappear off the island. We need to develop the tourist product so they make the most of what's on offer."

Mr Christon added: "There is room to expand, we have some great listed buildings and sites that could be made more attractive. Looking out at the port a lot of work needs doing, and it could take five to 15 years. That's why we want to produce a masterplan, working with the town and county council to get the local community and stakeholders on board."

He added: "We want to be big part of Holyhead's future, and there are big plans in the pipeline. It's vital we do so we can build this port for the future." **Source : dailypost.**

## NOCK to expand capacity at Mombasa port

State owned firm National Oil Corporation of Kenya ( NOCK) has made initial steps towards constructing a jetty at the port of Mombasa to ease handling and discharge of oil products, Businessdailyafrica reports. NOCK says a strategic partner has been identified for the facility which allows berthing of super tankers with maximum capacity of 280 000 dead weight tonnes (DWT), up from the current 80 000DWT, at once.

To be located in the deep seas – up to 5 kilometres from shore, the offshore floating jetty will cost between \$80million and \$100million( about Sh9.9billion). It is preferred over a fixed one for it comes with a dedicated bunkering line for big ships, eliminating the need for dredging of the channel. "A feasibility study is underway and a final report is expected by January 2012," said NOCK managing director Sumayya Hassan-Athmani. The facility would enhance efficiency in handling imports and turn-around of imports and will reduce costs through elimination of demurrage costs on petroleum fuels that arise from inadequate storage at the port and further guarantee enhanced security of supply.

It is being carried out simultaneously with the construction of locations for the strategic petroleum reserves at Konza, Mtito Andei, Mombasa, Nanyuki, Northern Kenya , Nakuru, Eldoret and Kisumu. The oil firm also plans to engage an independent consultant to draw a national petroleum master plan against forecasts that petroleum consumption will more than double to 10 million tonnes in two decades. "We expect the strategic oil reserves to cushion the country from supply shocks by increasing oil reserves from the current 21 days to 90 days. This quota being constrained by vessel scheduling for the single berth at Mombasa. **Source : PortNews**



The **JASCON 34** seen in Onne Port (Nigeria) – **Photo : Jan Pieter Honkoop ©**

## Maritime Awards Gala beloont Nederlandse innovatiekracht

Op donderdag 3 november 2011 zijn bij de zesde editie van het Maritime Awards Gala vijf prestigieuze awards uitgereikt. De VNSI Timmersprijs werd gewonnen door Bart van Oers. IHC Merwede won de HME Maritime Innovation Award met het Spudguard Systeem. VOF Amulet kreeg de KNVTS Schip van het Jaar Prijs. De KVNR Shipping Award ging dit jaar naar Dockwise Shipping. De KVNR beloonte bovendien Stichting ProSea met een eervolle vermelding. De winnaar van de HISWA Excellence Award – jachtbouwer Dick Boon – was al eerder bekendgemaakt.

Thecla Bodewes, Zakenvrouw van het Jaar 2011 en directeur eigenaar van Scheepswerven Bodewes, Scheepswerf De Kaap en Maritima Green Technology, opende het Maritime Awards Gala en gaf daarmee tegelijkertijd de aftrap voor de eerste editie van de Maritime Week. Ook overhandigde mevrouw Bodewes vier van de vijf awards. Gastvrouw van de avond was Anita Witzier. In een uitverkochte Studio 21 waren ruim 730 gasten aanwezig.



### **VNSI Timmersprijs – Bart van Oers, 'Packing: een snelle methode om haalbare scheepsontwerpen te genereren'**

Van Oers won de VNSI Timmersprijs met 'Packing: een snelle methode om haalbare scheepsontwerpen te genereren'. Een goed scheepsontwerp is een compromis tussen veelal strijdige ontwerpisen. Om een goed compromis te vinden, is het nodig om veel alternatieve ontwerpen te maken en te vergelijken. Bart van Oers ontwikkelde volgens de jury een baanbrekende methode om deze alternatieven snel te maken en de beste oplossing te vinden. Hij doet dat door de indeling van het schip in de vorm van dozen te beschrijven en die slim te schakelen. Vooral voor complexe schepen wordt daarmee de ontwerptijd verkort.

### **HME Maritime Innovation Award – Spudguard Systeem van IHC Merwede**

Het Spudguard Systeem is een oplossing om spudpalen op cutterzuigers te beschermen tegen de krachten in de golven. Omdat de Spudguard de verbinding tussen schip en spudpaal flexibel maakt op het moment dat deze kracht te groot wordt, wordt de spudpaal beschermd. Dat scheelt tijd en geld, want een afgebroken spudpaal veroorzaakt vaak schade aan het schip. De Spudguard kan bovendien uitgewisseld worden met een conventioneel systeem zonder dat het schip aangepast hoeft te worden.

### **KNVTS Schip van het Jaar Prijs – AMULET van VOF Amulet**

De compagnons Jansen en Van der Molen hebben volgens de jury met de Amulet een bijzonder zuinig en milieuvriendelijk binnenvaartschip in de vaart gebracht. De combinatie van diesel elektrische voortstuwing, in hoogte verstelbare roerpropellers en een aangepaste vorm van het achterschip maken het mogelijk om in alle omstandigheden zuinig te varen. De uitstoot van schadelijke stoffen wordt verder beperkt door dieselmotoren met katalysatoren, waardoor ruimschoots wordt voldaan aan de strengste eisen.

### **KVNR Shipping Award – Dockwise Shipping met boegloos zware ladingschip**

Dockwise Shipping BV won de KVNR Shipping Award 2011 met het boegloos zware ladingschip de Dockwise Vanguard. Om ook in de toekomst de steeds groter wordende projectladingen te kunnen vervoeren, heeft zware transport expert Dockwise dit uniek halfafzinkbaar schip ontworpen. Doordat de Dockwise Vanguard geen conventionele boeg heeft en de accommodatie in haar geheel aan stuurboordzijde is geplaatst, is de dekruimte gelijk aan de hoofdafmetingen van het schip. De jury van de KVNR Shipping Award was behoorlijk onder de indruk van deze inzending. Dockwise is voorlopig de eerste en enige op het gebied van zwaar transport waarmee een nieuw marktsegment wordt gecreëerd en waardoor de werkgelegenheid bij deze in Nederland gevestigde reder zal groeien.

### **KVNR Eervolle vermelding – Stichting ProSea**

Stichting ProSea krijgt voor de ontwikkeling van de modelcursus 'Marine Environmental Awareness' een eervolle vermelding. Deze milieucursus is een tweedaags programma voor zeevarenden die hierdoor actief worden betrokken bij duurzame scheepvaart en bescherming van de zee. Voor landen aangesloten bij de International Maritime Organization (IMO) wordt deze cursus verplicht gesteld. De jury vindt dat ProSea op deze wijze bijdraagt aan een positieve uitstraling voor de Nederlandse maritieme sector.

### **HISWA Excellence Award – Jachtontwerper Dick Boon**

Dick Boon is de winnaar van de HISWA Excellence Award 2011. Hij is sinds 1961 een veelzijdig jachtontwerper en grondlegger van het wereldwijd bekende ontwerp bureau Vripack in Sneek. Juryvoorzitter Ineke Dezentjé Hamming: 'Dick Boon is een waterman in hart en nieren. Hij tekende als kind als bootjes en doet dat eigenlijk nog steeds. Met zijn talent heeft hij Nederland als jachtbouwland op de kaart gezet. Zijn bijdrage is voor de watersportindustrie van wezenlijk belang. Zijn vooruitstrevende visie en veelzijdigheid leidden tot veel jachtontwerpen met de Doggersbank-jachten als één van de bekendste. Jachtbouwend Nederland kan trots op hem zijn.' Zijn dochter Mieke Boon – de jachtbouwer verblijft in het buitenland – nam de lifetime achievement award namens haar vader met trots in ontvangst.

Het Maritime Awards Gala wordt georganiseerd door de Stichting Maritieme Prijzen. In deze stichting zijn vertegenwoordigd Scheepsbouw Nederland, KVNR, KNVTS, NISS en de HISWA. Hoofdsponsors van deze editie waren IHC Merwede, Damen Shipyards, Wärtsilä, Imtech Marine, NNPC, Navingo en Stichting Nederland Maritiem Land (NML).

Het Maritime Awards Gala vormde de kick-off voor de eerste editie van de Maritime Week. Van 3 tot en met 12 november 2011 worden de schijnwerpers op de maritieme industrie in Nederland gezet. Tal van activiteiten worden onder deze vlag georganiseerd. Meer informatie hierover vindt u op [www.maritimeweek.nl](http://www.maritimeweek.nl)

# OLDIE – FROM THE SHOEBOX



DOCK TOO SHORT – To take a ship into the drydock is regular work on a shipyard but when in 1996 the famous ferry **MANXMAN** was to be drydocked it appeared that the vessel was too long and needed more than a meter of the public road in Hull. The problem was solved by shortening partly on her bow section in view of passing the wal around the yard, an unusable view. Recently came the message that unfortunately the historic **MANXMAN** was sold for scrap, after a long trying to keep her as a museum.

Photo's : Capt. Frank Haalmeijer (c)

## BOEKBESPREKING

Door : Frank NEYTS

### “Manoeuvring at close quarters under power”.

Bij Adlard Coles Nautical verscheen “**Manoeuvring at close quarters under power**” samengesteld door Bill Johnson. Dit boekje is een unieke, bijdehandse gids, ideaal op de brug van een (motor)jacht of als referentiewerk aan boord. Manoeuvreren van een jacht in nauw vaarwater in een marina in de nabijheid van heel wat andere afgemeerde, zeer dure vaartuigen, kan een ware uitdaging vormen voor de onervaren roerganger. Zelfs voor een ervaren zeiler blijft dit vaak een zenuwslopende opdracht.

.Voeg daarbij sterke stromingen, slechte zichtbaarheid, onvoorspelbare windstoten en de opdracht wordt helemaal een uitdaging. Dit boekje, prachtig geïllustreerd en zeer duidelijk, stap-voor-stap geschreven, biedt bij het af- of aanmeren een houvast. Een aanrader voor iedereen die zich op het water begeeft.

“**Manoeuvring at close quarters under power**” (ISBN 978-1-4081-3211-1) kost £14.99 en telt 128 pagina's.. Bestellen kan via de boekhandel, of rechtstreeks bij de uitgeverij Adlard Coles Nautical, 38 Soho Square, London W1D 3HB, UK. [www.adlardcoles.com](http://www.adlardcoles.com)

### .... PHOTO OF THE DAY ....



'Van Oord Water-injection Vessel, **Jetsed**, seen operating near the DOW Chemical Terneuzen.

Photo : skeyes - [www.skeyesphoto.com](http://www.skeyesphoto.com) ©

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