



Number 310 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Sunday 06-11-2011**

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

stevedoring & warehousing

SHORECRANES UP TO 208 M / TONS

r h b

E-MAIL
office@rhb.nl

WEB
www.rhb.nl

TELEPHONE
+31(0)10 429 94 33

Rotterdam
Portnumber 2157



The MEDARCTIC seen leaving the IJmuiden locks – Photo : Marcel Coster ©

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore

PLEASE SEND ALL PHOTOS / ARTICLES TO :

newsclippings@gmail.com

If you don't like to receive this bulletin anymore :

To unsubscribe click [here](#) (English version) or visit the subscription page on our website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

EVENTS, INCIDENTS & OPERATIONS



TENWOLDE

Tenwolde Transport en Repair BV

Boonsweg 19, 3274 LH
P.O.Box 5023, 3247 ZJ
Heinenoord – The Netherlands
T +31 (0) 186-603333
F +31 (0) 186-603619
E info@tenwolde.com
W www.tenwolde.com

MARINE & TRANSPORT SERVICES

SALES & RENTAL

REPAIR & MAINTENANCE



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

HMC orders two state-of-the-art anchor handling tugs



Heerema Marine Contractors (HMC) has signed a Letter of Intent with Astilleros Armon, in Vigo, Spain, for the construction of two new state-of-the-art Anchor Handling Tugs. Both tugs will be equipped with a retractable bow thruster and will have DP2 capabilities. With a length of 72 meters and a width of 18 meters, the fully custom-built tugs will be larger than HMC's existing tugs, the **Husky** and **Retriever**.

Each tug will have a bollard pull of **180 tonnes** and can hold up to **2500 m³** of fuel, sufficient to sail directly from Rotterdam to Cape Town, South Africa. The anchor winch capacity will be able to install anchors in water depths up to 1500 meters. Each tug will also have accommodation for 28 people. The two tugs are expected to be delivered in 2013. **Source : HMC**



The **THOR HORIZON** seen enroute Rotterdam – Photo : Ria Maat ©

OCEANWIDE SAFETY AT SEA





OCEANWIDE S.a.S.
Safety at Sea

HARBOUR 1357 // BRIELSELAAN 69 // 3081 AA ROTTERDAM
P.O. BOX 59053 // 3008 PB ROTTERDAM // THE NETHERLANDS
TEL NR: +31 (0)10 – 215 10 53 // FAX NR: +31 (0)10 – 423 01 36
INFO@OCEANWIDESAFETY.NL // WWW.OCEANWIDESAFETY.NL

ISO 9001
BUREAU VERITAS
Certification



HYPERBARIC LIFEBOATS // LIFEBOATS // RIBS // INSPECTIONS // MAINTENANCE // LIFEBOAT REPAIRS // COMMISSIONING // LOAD TESTING

Hoverbarge ready for first charter

Hovertrans Solutions Pte Ltd has announced that it has successfully completed the construction of a modular heavy lift hovercraft, the first of its kind to be built in Singapore. The hovercraft, commonly referred to as a hoverbarge, is now ready for charter.

"It is ideal for industries such as oil and gas, heavy logistics industries as well as for civil engineering work in otherwise inaccessible or environmentally sensitive terrain," said the company. Built at ST Marine's Benoi Yard, the hoverbarge, measuring 34m by 17m with a 50 tonne payload, is formed by joining specially designed modular ISO container size pontoons with skirt pontoons and a lift fan and engine module.

This modularity means the entire Hoverbarge can be trucked to inland areas that need such a capability and which would otherwise be inaccessible. It also allows for shipping via conventional container vessels - thus keeping mobilisation costs low. With a hover height of 1.8m, the Hoverbarge is able to operate in high sea conditions and overcome obstacles on land.

Mr Ng Sing Chan, President of ST Marine and Chairman of Hovertrans Solutions, said: "Successful completion of the hoverbarge marks a turning point for ST Marine and Hovertrans Solutions." "The completion of the hoverbarge now enables potential customers to see and appreciate how a hoverbarge works and its potential for a diverse range of applications."

The 50-tonne Hoverbarge is different from conventional high speed hovercraft. It is constructed from steel to provide the ruggedness needed for the oil and gas sector. It is also designed for cold weather operations up to - 40°C. It can move heavy cargo or equipment over swamps, wetlands, tundra, ice, dry rivers and shallow water, opening up exciting possibilities for oil and gas exploration and remote field development. With a footprint of only 1 psi, conducting operations in environmentally sensitive terrain will be possible **Source : Offshore Shipping Online**



The seasonal reefer trade between the Canary Islands and Southampton has started again this year. The reefer **Columbia** arrived on 1st November from Las Palmas. **Photo : Chris Brooks - www.ShipFoto.co.uk ©**

Arctic route could take years if not decades until it becomes a major tanker trade

With more and more vessels sailing through the so called Arctic route, it's worth to take a look in what this could mean for the tanker markets. According to a recent report from London-based shipbroker Gibson, back in 2009, the shipping industry industry witnessed an extraordinary event, when a pioneer commercial voyage took place along the Russian Arctic coast, the so-called Northern Sea Route (NSR). The following year more vessels sailed via this route, including a few tankers. This year, the challenging Arctic passage has been successfully completed by a Suezmax, the largest tanker to attempt this route.

According to Gibson, "in part the interest in oil shipments via the NRS has been driven by its advantage over the traditional routes in terms of distance. A voyage from Murmansk to Ningbo via the NSR is more than 40% shorter than the same voyage via the Suez Canal, thus enabling significant savings in terms of bunker costs and time. However, the bunker cost savings are smaller if the cargo is being transported from and/or to locations that are "further apart". For example, a voyage from Murmansk to Map Ta Phut, Thailand via the Arctic voyage (also completed this year on the Panamax tanker) is just 17% shorter than via the Suez. Apart from the cost sensitivity to distances between load and discharge ports, the NSR has other shortfalls. The commercial operations on this route are not as flexible as on other traditional routes. The Arctic passage is only available during a limited window of about three months each year. In addition, it takes time to get approval for the transit and vessels are reportedly subject to additional inspections for ice worthiness" said Gibson.

It went on mention that "finally, perhaps the biggest drawback of the NSR is the need to use ice-breakers in areas along the route that have the highest density of ice. It is believed that the tankers that transited through the route were accompanied by two ice-breakers during the most difficult parts of the journey. According to our rough estimates for a 120,000 tonne

shipment, in order for the NSR to be cost effective relative to the same voyage via the Suez the ice-breaking costs have to be set at less than \$7/tonne for Murmansk – Ningbo and below \$4/tonne for Murmansk - Map Ta Phut. In comparison, the Russian federal tariff service has set this year the maximum limit for ice-breakers fees along the NSR

at around \$19/tonne, although market intelligence suggests that the actual ice-breakers costs have been considerably more competitive. In the long term and despite additional icebreaking costs, the Arctic route has a massive potential as an export route both for Eastern and Western customers due to huge oil and gas reserves located in the Arctic region. But it will take years, if not decades for these resources to be developed, thus it will be quite some time off (if ever) until we see the Arctic route developing into a major tanker trade” concluded Gibson.

Meanwhile, in its review of the past week in the tanker markets, Gibson said “into the last quarter of the November VLCC programme from the Middle East Gulf, and Owners are left with nothing more solid than hope. Availability easily outweighs demand upon the current fixing window, and it will only be the very last knockings of the month that may-perhaps-allow for some degree of tightness to aid the cause. In the short term, holidays early next week in Singapore and the Middle East will serve to perpetuate the presently soggy market. Currently rates operate at around WS 47.5 to the East and down to WS 33 to the West. Suezmaxes had a very slow week of it, but managed somehow to keep rates moving sideways, rather than down. 130,000 by WS 80 East and WS 50 West were representative. Aframax failed to make their potential gain, and actually retreated to 80,000 by WS 105 on only limited interest and it will be a slow start to next week too” said the shipbroker.

It went on to mention that “West Africa suezmaxes failed to break noticeably out of their box, but did manage to loosen their bonds slightly - mainly at Charterers instigation as they started to probe on more forward dates, conceding some 'insurance' for the privilege. Tongues wag that a higher market is around the corner, but there's not much substance to the rumour for now. Rates end the week at 130,000 by WS 77.5 US Gulf and WS 80+ for Europe. VLCCs are virtually non-existent for November positions which ordinarily would lead to a rate spike. Unfortunately for Owners, inter-Atlantic interest stays at virtually nil, and rates stay stuck at around 260,000 by WS 55 US Gulf and WS 53.75 East with down to USD 3.45 million seen for East Coast India discharge. Hands high in the air for aframax Owners in the Mediterranean as supply swamped demand, sending rates crashing to 80,000 by WS 85 cross-Mediterranean - surely bottom, but it will take a solid spree of bargain hunting to turn the tide once again. Suezmaxes ticked steadily lower through the week on only modest fixing. Rates are now starting to bottom out at the 135,000 by WS 85 mark from the Black Sea, but upcoming holidays in Russia will likely postpone any potential fightback.

VLCCs in the Caribbean enjoyed good attention at the start of the week that allowed Owners to maintain an average USD 3.5 million for Singapore, and although the market awaits the next tranche of cargoes, sentiment should hold solid until then. Aframax, on the other hand, turned backwards to 70,000 by WS 95 upcoast which brings earnings to nearly absolute zero, and there's no good reason to see any relief in the short term” concluded Gibson.

Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide



The **PEDHOULAS LEADER** seen enroute Amsterdam – Photo : Simon Wolf ©

Rena officers face new charges

Two senior officers from the **Rena**, the cargo ship grounded on a New Zealand reef for almost a month, are to face further charges, the country's shipping authority has announced, ifw-net reports. The **Rena** caused New Zealand's worst environmental crisis after it ran aground on Astrolabe Reef, off Tauranga, nearly three weeks ago, leaking hundreds of tonnes of oil. The master of the Liberian-flagged **Rena** and its second officer have already been charged

with operating a vessel in a manner causing unnecessary danger or risk. They were remanded on bail by the Tauranga District Court. The charge carries a maximum fine of NZ\$10,000 (US\$8,000) or a jail term of up to 12 months. Yesterday Maritime New Zealand (MNZ) said it was laying a further charge against the two men relating to the "discharge of harmful substances from ships or offshore installations". Conviction could mean a fine of \$300,000 or two years in prison, as well as a fine of \$10,000 for every day the offending continued, said an MNZ statement. The court ordered the identities of the master and second officer to be suppressed and there have been reports that 19 of the Rena's 25 Filipino crew had been hurried out of Tauranga amid fears for their safety, as local frustration grew.

Source : PortNews



First stones seen getting loaded on board SSDV [Willem de Vlamingh](#) in Cairns, following delivery from Korea.

Photo : [Bjorn de Groot](#) ©

Hanjin narrows net loss 68.6pc to US\$76 million in third quarter

SOUTH Korea's largest carrier Hanjin Shipping has announced its third quarter results, seeing a 68.6 per cent reduction in its net loss to KRW85.9 billion (US\$76 million) due to rising container volume, operating profit of bulk shipping business, and depreciation of Korean won against the US dollar and euro. Revenue reached KRW2.47 trillion, up 3.2 per cent from last quarter, reducing quarter-on-quarter (QoQ) operating loss 20.6 per cent to KRW135.1 billion. "Despite the cut-down on supply in container business, total sales jumped 3.2 per cent QoQ recording KRW2.47 trillion due to 1.7 per cent increase in container transport volume and 7.7 per cent increase in bulk freight rates," said a company statement. "Operating loss also improved by 20.6 per cent QoQ to KRW135.1 billion as a result of the reduction of supply in loss-making container trade lanes and of the operating profit achieved by the bulk division."

Operating losses for container shipping was KRW169.9 billion due to weakness of freight rates in both transpacific and Asia-Europe trades and the growing oil prices, which eroded the 12.3 per cent year on year or 1.7 per cent quarter on quarter gain on transport volume. The bulk division posted a 216.8 per cent gain in operating profit to KRW32 billion year on year due to freight rate recovery in the third quarter and 7.6 per cent growth in cargo volume. Looking ahead, the carrier said: "The container division will focus on recovering freight rates by service rationalisation as a preparation for the expected imbalance between demand and supply especially during the traditional slack season. "We will also continue our efforts to reduce all possible costs in order to improve the profitability of our container business. For bulk, demand is likely to stay stable as China is seeking more coal to develop western China and India is also planning on expanding their mid-term demand for coal. Likewise, the emerging nations are likely to carry on with the investment in building their infrastructure." Source : [Schednet](#)

Tranzit-DV successfully delivers heavy-lift from China to Khabarovsk

A team of experts of Tranzit-DV Group who prepared the logistics project for transportation of heavy-lift cargo - a vacuum column from Chinese river port of Zhangjiagang to the port of Khabarovsk has successfully coped with the task, the Company said.

The vacuum distillation column was manufactured in China by order of Irtek LLC for modernization of Khabarovsk refinery Oil Company Alliance. The column has 240 tons in weight, 35 m in length and 8 m in diameter. The complexity of the operation, according to specialists, was not only in non-standard dimensions of the cargo, but also in terms of restricted navigation on the Amur River. To deliver the vacuum column the Group chartered the **MV Omsk-121** owned by Amur Shipping Company. The cargo was loaded on board the heavy-lift carrier on 9 October at the port of Zhangjiagang. To handle the cargo the Group ordered special platforms to carry the column and a heavy-lift crane to unload the cargo at the river port of Khabarovsk. The ship laden with the column passed through the Chinese Yangtze River, the Yellow and Japan Seas, via Tatar Strait, and then by the river of Amur to Khabarovsk port. Tranzit-DV Group provides services on the market of processing and delivery of energy resources (oil products, coal and natural gas), bunkering merchant fleet and seaborne cargo shipment. **Source : PortNews**



Nordnes seen performing annual DP trials near Stavanger - **Photo : Bert de Ruiter ©**

Ships hijacked off both east and west coasts of Africa

Somali pirates on Thursday freed an Algerian-owned ship with 25 crew members onboard after 10 months of captivity, the same day pirates hijacked a chemical tanker with 21 Filipino crew members. The European Union Naval Force's Cmdr. Harrie Harrison said the pirates freed the **MV Blida** and it was on its way to a port. Its crew members come from Algeria, Ukraine and the Philippines. Two became severely ill during their captivity and were released by the pirates to naval vessels nearby. The ship was hijacked in January about 150 nautical miles southeast of the Omani port of Salalah. The Philippine government, meanwhile, said Thursday that the MT Liquid Velvet was seized Monday as it approached the gulf heading to India. The ship is flagged in the Marshall Islands with Greek ownership. Separately, reports from the BBC confirmed that pirates have seized an oil products tanker off southern Nigeria. According to security officials, gunmen boarded the **MT Halifax** off Port Harcourt, the main city in Nigeria's oil-rich Niger Delta.

The International Maritime Bureau (IMB), according to the BBC, confirmed that owners of the vessel had lost contact with the tanker on 30 October. According to the IMB, the vessel's 25-man crew were taken hostage by the pirates who expect to make off with the ship's oil. The nationalities of those onboard are thought to be Filipino and Indian, with an Italian ship master. **Source : Seatrade Asia**

Outstanding performance Samson HMPE Ropes onto tugger winches.



Endenburg tested the application to use Amsteel-Blue ropes onto tugger winches aboard Anchor Handling Tugs. In October 2008 Endenburg installed two 110 mtr Samson Amsteel-Blue ropes dia 28 mm onto the tugger winches on board the 100 ton BP AHT **Bremen Fighter** (former **AHT Primus**). The last 3 years this tug, managed by Unterweser Reederei GmbH, has sailed all over the world carrying out many towing and Anchor Handling jobs. The MBL for this 12 strand rope is 60,4 ton. This is the same or even higher than steelwirope. The residual strength test after more than 3 years of operation, showed a result of over 91% of the new ropes' MBL. Advantages to use this rope instead for steelwire.

- Safety; no snap back danger and not hazardous for injuries when the rope is damaged
- More easy to use; so time reduction in operations
- Weight reduction; 110 mtr. steelwire weighs 320 kg - 110 mtr Amsteel-Blue weighs 52 kg
- Continuous use even whilst damaged during operation
- Easy repaired after damage

For more information regarding the use of HMPE ropes on tugger winches please contact:

**steelwire & synthetic ropes
lifting, hoisting & towing equipment**

 **endenburg**

Visit address : Nijverheidstraat 4-6 2802 AL GOUDA The Netherlands
Mail address : P.O. Box 252 2800 AG GOUDA The Netherlands

T +31 [0]182 51 55 44 **F** +31 [0]182 51 79 00
E info@endenburg.com **I** www.endenburg.com

Sloop scheepswrak na dertig jaar

Vrachtschip La Linda, die al dertig jaar voor de kust van Barcadera ligt weg te roesten, ontmanteld.

Vrachtschip La Linda heeft ruim dertig jaar voor de kust van Barcadera liggen roesten. Vrijdagochtend werd de



stuurhut van het schip gesloopt, in aanwezigheid van onder meer de minister van Infrastructuur, Milieu & Integratie, Benny Sevinger (AVP), en pers. Naar verwachting is eind volgende week het hele schip verwijderd. Robert Kip, milieuconsulent van de minister, legt uit dat ze bezig zijn met een inhaalslag. Binnen een jaar moeten de meeste objecten van oud metaal van het eiland verdwenen zijn. Het gaat voornamelijk om autowrakken, maar ook oude water-, gas- en olietanks en dus ook oude scheepswrakken. Afgelopen maandag begonnen de medewerkers van sloop- en oud metaalbedrijf Javinand aan de klus. Anthony Thompson van het bedrijf vertelt dat hij het schip, voordat het door de

graafmachine wordt ontmanteld, heeft stukgesneden met een lasbrander. "Veiligheid staat voorop. Je moet goed letten op de omstandigheden zoals de zee, maar ook de natuur." Het schip heeft daar meer dan 30 jaar gelegen. "Er kunnen zomaar dieren in leven", zegt hij. "Daar houden we allemaal rekening mee." Verder is het schip enorm verroest en moet Thompson goed uitkijken waar hij gaat staan aan boord. Vervolgens snijdt hij zo veel mogelijk open, zodat het gemakkelijker is om te slopen.

Omdat het wrak in het water ligt, moet de graafmachine vanochtend gedeeltelijk het water in. Om te voorkomen dat deze machine wegzinkt in het mulle zand, zijn metalen platen neergelegd waar de rupsbanden van de machine op moeten blijven. Met veel geraas gaat de graafmachine de strijd aan met de overgebleven stuurhut. Na een korte strijd wordt de hut met veel kabaal omvergetrokken. Stukje bij beetje pelt de graafmachine metalen delen van de stuurhut er af, die op een stapel oud ijzer komen. "Het is best moeilijk", legt Thompson uit. "Driekwart van het materiaal is verroest of verrot. Maar het gaat wel lukken zoals je kunt zien." Hij zegt dat het staal toch nog altijd geld waard is. "We kunnen er nog veel van gebruiken." Het metaal gaat van Barcadera naar een speciale opslagplek op de vuilstortplaats Parkietenbos. Daar wordt gewacht totdat er een bepaalde hoeveelheid staal is verzameld. Vervolgens wordt het verscheept naar landen waar het ijzer wordt hergebruikt. Je kunt er auto's of zelfs weer een boot van maken." Thompson vertelt dat het bedrijf Javinand al het oud ijzer en metaal op het eiland probeert op te kopen. "Alles van ijzer, aluminium en koper, waar we de hand op kunnen leggen." Om te voorkomen dat het bedrijf zich inlaat met koperdieven, wordt een nauwkeurige administratie bijgehouden, zegt Thompson desgevraagd. "We nemen hun gegevens op en maken een kopie van het identiteitsbewijs." Bovendien wordt gekeken naar de persoon en de hoeveelheid metaal die deze aanbiedt. "Maar ook wat voor soort." Wanneer er iets verdachts is, nemen ze contact op met de politie. "We hebben een goede relatie met de autoriteiten." **Bron : Amigoe**

info@nexumcm.nl
www.nexumcm.nl
Contact: Ad de Kock
M: +31.653.813178



NEXUM

Contract Management • Mediation



The **MAERSK GIRONDE** seen passing the English Channel
Photo : FLYING FOCUS lucht fotografie - www.flyingfocus.nl ©

Third tanker of SCF Group successfully passes the Northern Sea Route

The **Mar Adriana** tanker owned by Sovcomflot (SCF Group) on November 2, 2011 passed Cape Dezhnev and entered the Pacific Ocean, successfully completing her first voyage on the Northern Sea Route, the Group said Thursday. Now the ship is bound for the destination port of Vladivostok.

The tanker has covered 2,180 nm for over seven days, at an average operational speed of 12.5 knots. The **Mar Adriana** was escorted by Atomflot's nuclear-powered icebreaker "**Russia**." This is the third voyage of SCF tankers along the northern shipping lane. Earlier in August this year, Suezmax tanker **Vladimir Tikhonov** (about 162,000DWT) set the record passing the NSR in a week, the first fully loaded vessel that ever passed the route. In August 2010, the 117,000DWT **SCF Baltica**, the Aframax class tanker of SCF Group, successfully completed her test voyage. The products carrier **Mar Adriana** has deadweight of 18,000 tons, ice class 736 ICE-1A (Arc4), LOA - 144 m, beam - 23 m. The ship left the port of Rotterdam on October 19. The vessel is chartered by Cyprus-headquartered Svarog Shipping and Trading Company Ltd.. Technical operator - Marpetrol, Madrid (part of SCF Group). The tanker will carry petroleum products for Lia Oil from the port of Vladivostok.

St.Petersburg-headquartered Sovcomflot (SCF Group) is the biggest shipping company in Russia specializing in global transportation of crude oil, petroleum products and other energy sources. The Group ranks first global company in the segment of commodities carriers, and second in the segment of Aframax tankers. The company has the world's largest ice-class vessels fleet. It is also the top global operator of Arctic shuttle tankers and LNG carriers with Ice Class. The Group's fleet comprises 156 vessels of total deadweight of nearly 12 million tons, the average age of the tanker fleet is 6.6 years. The Group has offices in Moscow, Novorossiysk, Murmansk, Vladivostok, London, Limassol, Madrid and Singapore. **Source : PortNews**

Behind Bars

A cruise ship bar supervisor was jailed for eight years at Southampton Crown Court for attempting to smuggle more than £400,000 worth of cocaine into the country. Herman Spence, 46, was detained by customs officers after leaving the **Grand Princess** when it docked in Southampton on July 16.



The cruise ship **Grand Princess** seen departing from Southampton

Photo : Chris Brooks - www.ShipFoto.co.uk ©

When they examined his small rucksack, they discovered a size 13 pair of trainers with raised insoles. Inside were packages containing the contraband. Two other packages were also discovered in the bag, said prosecutor James Kelham. Spence, who had worked in the cruise industry for 15 years, told investigators there had been “a dreadful mistake,” explaining how he had given the trainers and packages in Gibraltar and once he stepped ashore in England, he would be contacted.

He did not think he was doing anything illegal. When his cabin was searched, more than £16,000 in cash was also found. Spence, from Montego Bay, Jamaica, admitted smuggling 1.29 kilos of cocaine with a 100 per cent purity and having a street value of about £435,000. Passing sentence, Judge Peter Ralls QC dismissed his claim he had been doing someone he had just met in Gibraltar a favour. “You cannot be classed as an innocent courier. Importation of these drugs brings untold misery to those who become addicted to them.” Keeley Harvey, defending, said Spence was of previous good character and had pleaded guilty at the first opportunity **Source : ShipTalk**



Cause for Concern

There continues to be confusion over the extra person rumoured to have been onboard the “**MT Liquid Velvet**” when pirates hijacked the chemical tanker in the Gulf of Aden. A number of security specialists and media sources quoted that an unarmed security advisor had been amongst those captured. Initially reports stated that he was Australian, however the most recent news is that he may be Greek. There has yet to be confirmation from a major trusted news source and so speculation continues to grow. Reports also suggest that the vessel was taken in the IRTC and after the

crew retreated into a citadel. This is of particular concern as it would point to the fact that pirates had been able to breach the citadel, and that they were afforded enough time to do so in a supposedly patrolled area. **Source :** ShipTalk



The tug **FAIRPLAY 27** seen with the **GIANT 4** leaving Wilhelmshaven - **Photo : Alexander Bohlen-Janssen ©**

PLEASE MAINTAIN YOUR MAILBOX, DUE TO NEW POLICY OF THE PROVIDER, YOUR ADDRESS WILL BE "DEACTIVATED" AUTOMATICALLY IF THE MAIL IS BOUNCED BACK TO OUR SERVER
If this happens to you please send me a mail at newsclippings@gmail.com to reactivate your address again, please do not write this in the guestbook because I am not checking this guest book daily.

New Container Ships Fall 31% in Value as Rents, Economies Cool

New container ships' value dropped as much as 31 percent since April because of falling hire costs and cooling economies, according to Seasure Shipping Ltd. Post-panamax vessels that are too large to navigate the Panama Canal are worth \$73.2 million, below a peak of \$106 million on April 13, according to Seasure's VesselsValue.com unit. It tracked the value of the global fleet of 4,767 container vessels from the beginning of 2009. New post-panamaxes were worth the least in May 2009 at \$45.9 million. The drop followed market indexes that peaked in April before sliding on concern slower economic growth may curb demand for consumer goods, Adrian Economakis, lead research analyst at London-based shipbroker Seasure, said by phone. Container shipments into five U.S. West Coast ports fell for a fourth month in September, figures compiled by Bloomberg showed. "Like the market, these falls in price are driven not necessarily by fundamentals, but by fear and uncertainty," Economakis said. "Fleet oversupply means many German owners are also under a lot of financial pressure as well, and there's a lot of demand for forced sales. That's been pushing prices down too." Declines in the last few months were similar for any new container ship able to haul between 2,000 and 10,000 20-foot boxes, VesselsValue.com data show. Panamax vessels worth \$51.4 million this month were valued at \$74.4 million in April.

A glut of ships, high fuel prices and weakening U.S. and European economies are curbing freight rates as charter costs at 19-month lows depress vessel earnings. Still, global demand for consumer goods shipped in containers will gain 8.3 percent in 2011 as rising imports to Latin America and other developing economies offset slowing demand in the U.S. and Europe, according to Clarkson Research Services Ltd., a unit of the world's largest shipbroker. The 12-month hire cost for a panamax container ship declined 55 percent in seven months to \$12,750 a day in October, the lowest level since March 2010, Clarkson data show. Charter costs of \$28,500 in March of this year were the highest since June

2008. Falling values are adding pressure on German owners of container vessels who already face difficulty earning enough to cover interest and principal payments on ship loans, Max Johns, Hamburg-based spokesman for Verband Deutscher Reeder, the German association representing shipowners, said by phone. About 36 percent of the global container-ship fleet is German-owned and rented out, Johns said. Many banks that delayed principal payments and granted other waivers to avoid ship- mortgage foreclosures during an industry-wide downturn in 2009 are now forcing sales or seeking additional equity or alternate loan collateral, he said. **Source : Michele Wiese Bockmann, Alaric Nightingale, Bloomberg**



In response to the picture of the **Jascon 34** seen in Onne Port (Nigeria) by Jan Pieter Honkoop (in yesterday's clippings) above seen "Boskalis TSHD **Waterway**, seen in Onne Port (Rivers, Nigeria)

Photo : Rene Birsak – Jascon 34 ©



Cargo ship crew of 20 missing near Philippines

The Philippine navy and coast guard are searching for 20 crew members of a cargo ship that may have sunk in rough waters west of the main island of Luzon. Coast guard spokesman Lt. Cmdr. Algier Ricafrente says the Hong Kong Maritime Rescue Coordinating Center reported late Friday that it had received a distress call from the **MV Oceanic**

Union off Ilocos Norte province. He says the ship may have sunk or was sinking since the crew had already abandoned ship. A navy vessel and a coast guard vessel, helicopter and airplane are scouring the waters about 100 miles (160 kilometers) west of Burgos township. Other ships passing through the area have been notified. The Panamanian-registered ship was heading to Subic Bay west of Manila from Shanghai. **Source : Khaleej Times**

NAVY NEWS



Above seen the Russian Navy Salvage Ship RFS **EPRON** approaching Grand Harbour, Malta on Thursday 3rd November, 2011. Based with the Black Sea Fleet **EPRON** is a Prut-class Submarine rescue ship (ASR) first deployed in 1959 and assigned as a full submarine rescue vessel in 1969. Re-fitted in 1999. 3380 tons full load and about 295 feet long. Diesel powered. The Russian designation is Spasitel'noye Sudno, meaning rescue ship. **EPRON** is an acronym for Ekspeditskaya Podvodnik Rabot Ososbogo Nazhnacheniya, The Russian Navy's submarine rescue service. **EPRON** took part of **BOLD MONARCH 2011** exercise that took place off Cartagena, Spain between 30th May – 10th June, 2011.

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

Turkey Pens Submarine Rescue Ship Contract

Turkey's procurement authorities have signed a contract with a local shipyard for the production of one submarine rescue mother ship (MOSHIP) and two towing vessels (RATSHIP), the first deal of its kind for Turkey's thriving military shipbuilding industry. The deal was signed Oct. 28 between the country's procurement office, the Undersecretariat for Defense Industries (SSM), and Istanbul Tersanesi, a private shipyard based in Istanbul. SSM and company officials did not reveal the contract price. Speaking at a ceremony for the contract signing, Defense Minister Ismet Yilmaz said that although it took three years to conclude negotiations with the shipyard, the government was determined to locally build military platforms needed for modernization programs.

Also speaking at the ceremony, SSM's chief, Murad Bayar, said the Turkish Navy is keen to award its vessel contracts to private (local) shipyards. Under the contract, Istanbul Tersanesi will deliver the rescue vessels to the Navy within three years. The Turkish MOSHIP will be able to evacuate the crew of a distressed submarine at depths of up to 600 meters, according to company officials. The proposed vessel is 91 meters long with a beam of 18.5 meters and a draft of 5 meters. Space is provided for 131 personnel, and it has a maximum speed of 18 knots and a range of 4,500 nautical miles at a speed of 14 knots. The ship also will be able to perform rescue and towing operations for broken-down, wrecked or aground vessels. Equipped with remotely operated vehicles (ROVs), diving units and an atmospheric diving suit, the ship can conduct underwater maintenance and wreck-removal operations. The two planned RATSHIP

vessels will be 69 meters long with a beam of 13.5 meters and draught of 4 meters. They will be able to attain the same speed and endurance levels of the MOSHIP and have space for 104 personnel. The RATSHIPS will be equipped with ROVs and a diving suit for underwater missions, but they also are tasked with towing targets for surface shooting practice. Company officials say the vessels can pick up the target ship and torpedoes from the sea during torpedo practice. Additional roles will include firefighting, support for submarine rescue operations and offshore towing operations. **Source : defensenews**



The Japan Maritime Self-Defense Force helicopter destroyer **JDS Hyuga (DDH 181)**, left, conducts a replenishment at sea with the Military Sealift Command fleet replenishment oiler **USNS Walter S. Diehl (T-AO 193)** during Annual Exercise 2011. Annual Exercise is a bilateral exercise intended to increase coordination and interoperability between the Japan Maritime Self-Defense Force and U.S. Navy. **Photo : US Navy ©**

SHIPYARD NEWS



JACK-UP BARGE B.V.



T.O.S. is looking for experienced and enthusiastic crew for both existing fleet and the **newbuild** jack-up barge **JB-117!**

- Barge Master
- Crane operator
- Jacking Engineer
- Chief Mechanic
- Mechanic
- Rigger
- Electrician
- Deck Foreman

Call our Division Offshore
(+31)10 - 243 67 02

www.tos.nl

DCD-Dorbyl unveils upgraded Cape Town repair quay

A ribbon-cutting ceremony has inaugurated the upgraded A-Berth facility at DCD-Dorbyl Marine's Cape Town, South Africa, ship repair facility. Designed and built to provide the local and international oil and gas industry with a multi-disciplinary engineering, repair and refurbishment facility, the state-of-the-art A-Berth is set to provide a benchmark for the industry. Based in the Port of Cape Town, with facilities in Saldanha Bay and a joint venture in East London, DCD-Dorbyl Marine has built a reputation as a preferred ship repair and general engineering company since the early

1900's. The Port of Cape Town has seen the successful completion of a number of large scale offshore oil and gas projects over the years and DCD-Dorbyl Marine believes that with the upgrading of the A-Berth facility, the company will be able to provide unparalleled service for any conceivable future projects. "We are cognizant of the growing need for a company that can supply marine and industrial clients with a turnkey service that incorporates the complete management of projects requiring quality-driven repair and conversion offerings," says Johann Venter, Executive Director of DCD-Dorbyl. Though the company gets a proportion of its business from the local market, its customers include many international oil and gas companies. Now it aims to increase its penetration into the international market. "This gearing up for internationally-acceptable safety and quality standards will not only align us with other global players, but will also refine and enhance the service offering to our current clients," says Mr. Venter. The upgrading of the A-Berth facility means that, in addition to its current comprehensive workshop facilities and access to dry dock facilities, the company can provide a repair quay, and extensive craneage.

"This comprehensive repair offering includes the introduction of a 350-ton crawler crane which is permanently situated at A-Berth and is complemented by a number of mobile cranes ranging from 16 up to 800 ton capacities," says Mr. Venter. The upgraded A-Berth facility has a 275 m long quay and allows berthing of vessels with a draft of up to 12 ms. The laydown area is 42,700 sq.m, with a warehouse facility of 2,760 sq.m, office space of 1,000 sq.m and a medical facility. Access to the berth is provided around the clock and security is a priority, with ISPS, Port security, a secured site and CCTV surveillance ensuring the safekeeping of vessels.

"In addition to our own team of highly qualified artisans and technicians, we make use of a number of specialist subcontractors. This allows us to offer our clients a comprehensive portfolio of services which includes steel fabrication; electrical, reticulation and control; pipe fabrication; mechanical repairs; hydraulics; NDT inspections; blasting and coating; rope access; scaffolding; and subsea/underwater services," says MR. Venter. DCD-Dorbyl Marine operates in full compliance with all applicable legislation and is accredited with OHSAS 18001. It also conforms to the requirements of ISO 14001. The company's adherence to the requirements of ISO 9001 has resulted in the awarding of repeat business from a number of prestigious international and local clients. "We are confident that with the upgrade of the A-Berth facility, Cape Town is set to become the preferred destination for world class oil rig repairs and upgrades in Africa and DCD-Dorbyl Marine will pioneer the growth of the market," Mr. Venter concludes. **Source :**

MarineLog

MHI confirms order for Aida cruise ships



The memorandum of understanding between Carnival Corporation and Mitsubishi Heavy Industries has now been converted into a contract. The order, for two cruise vessels for Carnival's Aida brand, was signed on 2 November. The MoU was originally announced in August 2011. Delivery of the two ships is scheduled for spring 2015 and spring 2016 from MHI's shipyard in Nagasaki. The shipbuilding contracts are subject to financing. MHI says that the two 125,000gt, 3,250-passenger ships will be the largest ever constructed for Aida Cruises. This is the second new shipbuilding order for MHI from the Carnival group and the third and fourth cruise ships built by MHI for the group. MHI built two 116,000gt ships for Princess Cruises: the

Diamond Princess and **Sapphire Princess**, both delivered in 2004.

Carnival Corporation has a portfolio of 10 cruise brands operating in North America, Europe, Australia and Asia, including Costa Cruises, Princess Cruises and AIDA Cruises. The group currently operates 101 ships, with 10 newbuildings scheduled for delivery between 2012 and 2016. Pier Luigi Foschi, chairman and CEO of Costa Crociere, signed the contract on behalf of Carnival, and said: "This order represents an important moment in the development of Aida cruises. The co-operation with MHI has been extremely good and we look forward to a very successful construction programme and an excellent delivery of these two new advanced cruise ships." **Source : The Motorship**

ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?

PLEASE VISIT THE WEBSITE :

WWW.MAASMONDMARITIME.COM

AND REGISTER FOR FREE !

ROUTE, PORTS & SERVICES



**Voor een Wereldbaan
monster je aan**

Wij heten je welkom in onze
stand 8230 hal 8 tijdens Europort
van 8 november t/m 11 november

Of monster aan via crewing@redwise.nl

Redwise
GLOBAL SHIP DELIVERY & CREWING

www.redwise.com info@redwise.nl



The **BALTIC GAS** seen moored in Rotterdam- Caland canal – Photo : Henk van der Heijden ©

Hallin starts work on Indonesian IMR project

Hallin Marine has announced the commencement of a new inspection, maintenance and repair (IMR) project offshore North West Java, Indonesia. "This is a contract from one of the region's largest energy companies," said Rik Zwinkels, Managing Director of Hallin's Singapore-based East Division. "The contract includes air and saturation diving, ROV activities for Inspection repair and maintenance of underwater oil and gas extraction infrastructure. It was awarded on the basis of our proven reputation as a full-service international offshore support company."

Hallin's subsea operations vessel **Ullswater** is being deployed as the centre of operations for an anticipated three-month project for 2011. The contract scope allows for a second campaign to start in the second quarter of 2012.



Hallin's **ULLSWATER** - Photo : Capt Jelle de Vries ©

Fully equipped for wellhead servicing, inspection and construction diving with remotely-operated vehicle support, the 78m vessel incorporates a 15-man saturation diving system capable of operating at 200ms depth plus a three-man moonpool-launched diving bell. **Ullswater** is fully equipped to accommodate 120 personnel and has a 22m diameter helideck for fast transfer of crew and operating staff.

Also active on the project will be the 65.5m multipurpose subsea vessel **Kendal**, which recently joined the Hallin fleet. **Kendal** is equipped with two TMS inspection class ROVs and an air diving system, and is supported by the project team from Hallin's office in Jakarta. Source : [Offshore Shipping Online](#)

Quick-release evacuation system launched

Marine safety equipment company Viking Life-Saving Equipment is launching a 153-person liferaft and mini slide system, packed in a single aluminum stowage box and launched by a single push-button actuator. Named the VAS (Viking automatic slide), the system is designed and certified for vessels on domestic voyages such as ferries sailing in protected waters. The VAS is designed for evacuation heights of 1.5m to 3.65m, with inflation started automatically by pushing a button on the stowage box or on the bridge. Automatic bowing keeps the slide and raft close alongside the ship to assist ease of disembarking, and the system requires no external power supply for deployment.

The VAS is contained in a box that is placed flush with the ship side, and bolted to the deck, so can be easily installed or retrofitted. The system is then ready to go, with no bowing lines or welded connection points on the side of the ship's side being necessary. The system gained approval on sea trial with significant wave height of 1.5m with DNV as notified body. The liferaft is EC type-approved (EC Directive 96/98/EC with DNV as the notified body) for use in restricted areas, defined by the national administration. The system, the associated slide, the liferaft and all equipment comply with ISO 9001 quality requirements.

The first two VAS systems have already been sold to Färjerederiet in Sweden, and delivered during September 2011.

"In difficult circumstances, and particularly when things need to happen as fast as possible, the ability to have just one crew member operate the entire evacuation system for such a large number of passengers is a major advantage," says Niels Fraende, sales and marketing director at the company's headquarters. "That's really quite amazing when you think how many crew it typically takes to deploy more conventional safety equipment". Source : [The Motorship](#)



Above seen the Singapore registered 400.000 DWT VLOC **VALE CHINA** Spotted last week on the Yangtse river at Nantong, headed downriver to sea, escorted by 4 harbour tugs – **Photo : Rob Huizing ©**

POSH SEMCO
60 Years of Offshore Excellence



* **EPIC DIVISION**
* **24 HOURS EMERGENCY RESPONSE**
www.poshsemco.com.sg
marketing@paccoffshore.com.sg

* **OFFSHORE CONSTRUCTION SUPPORT**
* **DEEPWATER SERVICES**
* **HARBOUR SERVICES**



The **CELANDINE** seen passing Terneuzen at the Westerscheldt River, the Ro-Ro is on charter to RMR Shipping from Breda (The Netherlands) and serves the route Dublin-Harwich-Hamburg-Eemshaven-Antwerpen-Lagos-Takoradi

Photo : P., M. & Ph. van Luik - www.shipsofterneuzen.nl ©

Port of Helsinki traffic volumes flat at 8.7 million tons

Throughput of the port of Helsinki (Finland) for 10 recent months of 2011 remained unchanged as compared with January-October 2010, reaching 8.7 million tons, the Helsinki Port Authority statistics said. In the reporting period, the volume of inbound cargo rose by 5 percent on last year's figures, to 4.4 million tons, while outbound cargo volume dropped 3 percent to 4.1 million tons. Passenger traffic totaled 8.8 million people, in October – 881,000 (+1%). Port of Helsinki is a largest port in Finland. In 2010, the port's throughput grew by 12% to 10,921,000 tons, container traffic rose 11% to 399,903 TEUs and handling of rolling cargo increased year-over-year by 13 percent to 488,772 units. **Source : PortNews**



The **SALVIGOUR** seen anchored off Batam Island – **Photo : Piet Sinke ©**

IHC Merwede wins HME Maritime Innovation Award



IHC Merwede has won the HME Maritime Innovation Award with its IHC Spud Guard® at the sixth annual Maritime Awards Gala. This Award is presented to the manufacturer of an extremely innovative product, which is relevant to the maritime sector and has sufficient sales and export potential. According to the judging panel, the IHC Spud Guard® – invented and produced by IHC Beaver Dredgers – proves that IHC Merwede is without question a market leader in innovative dredging equipment. It was also very much appreciated that young engineers were involved in the project, which highlights that the next generation of talent is already cooperating in the innovative power of The Netherlands.

The IHC Spud Guard® provides the opportunity for vessels to work in waves. During the dredging process, the cutter suction dredger (CSD) swings from side to side and the spud pole – placed in a spud carriage – connects the ship to the sea floor. The IHC Spud Guard® protects the spud and reduces the potential risk of damage caused by severe

weather. In normal working conditions, the IHC Spud Guard® operates as a conventional, rigid spud carriage. In severe wave conditions, when the dredger is battling against the elements and putting pressure on the spud pole, then the spud is able to rotate. When the forces on the spud pole threaten to exceed the maximum value, the IHC Spud Guard® warns the CSD's operator and intervenes automatically when the forces exceed the limit. The IHC Spud Guard® limits the amount of downtime for the CSD, maximising productivity and revenues generated as a result. It also prevents the spud from breaking to reduce costs and related downtime. As the IHC Spud Guard® is interchangeable with a conventional spud carriage, the expansion of a CSD with this equipment is cost effective and easy to manage. This innovation from IHC Beaver Dredgers and the prestigious HME Award once again endorse IHC Merwede's position as the technology innovator. Many of the world's major dredging corporations rely on its equipment to move material from the river bed or ocean floor and transport it to their vessels. From spare parts to complex dredging solutions, such as the IHC Spud Guard®, IHC Merwede provides products that are designed to meet the demands of the dredging world.



The **Fesco Vysokogorsk** seen enroute Dordrecht assisted by the tugs **ZP Montelena** and **En Avant 4**.

Photo : Marijn van Hoorn ©

MARITIME ARTIST CORNER



Another beautiful painting by **Joe Wilhelm** is the above seen **CONTE BIANCAMANO**, which was an Italian liner launched in 1925. The name was chosen in honor of Humbert I Biancamano, founder of the Savoy. She was built in the Scottish shipyards named William Beardmore & Co. in Dalmuir around Glasgow. She was built for the Genovese shipping company named Lloyd Sabaudo. Lloyd Sabaudo also had ordered the new two more even ships, the **Conte Rosso** and **Conte Verde** which was the **SS Conte Biancamano's** sister ship. The ship's hull that had a straight bow. The engine, equipped with two steam turbines double reduction unit and two propellers, allowed her to reach a speed of 20 knots and vented in two funnels. She housed 180 passengers in first class, 220 in second class, 390 in

economic class and 2660 in third class. On 14 July 1949, Conte Biancamano was placed on the Genoa - Buenos Aires route until 21 March 1950 when she was moved to the Genoa - Naples - Cannes - New York route. On 26 March 1960, she began her last voyage on the Genoa - Naples - Barcelona - Lisbon - Halifax - New York route and on her return voyage. After **364 crossings** of the line, during which she had carried **353,836 passengers** which were put up for disarmament, and started off the demolition, which took place in La Spezia the following year. During the demolition work, the bridge, some first-class cabins and the large hall of the festivities were dismantled and reassembled in a separate pavilion. She was completed in 1964 at the National Museum of Science and Technology named "**Leonardo da Vinci**" in Milan.

.... PHOTO OF THE DAY



The **CAPE BARI** seen passing the English Channel
Photo : FLYING FOCUS luchtfotografie - www.flyingfocus.nl ©

BOEKBESPREKING

Door : Frank NEYTS

“Nederland-Engeland. Reflecties over zee”

Bij Uitgeversmaatschappij Walburg Pers verscheen recent “**Nederland-Engeland. Reflecties over zee**”. Het boek werd samengesteld onder redactie van Irene Jacobs en Joost Schokkenbroek. Wapengekletter, kanonnengebulder en economische concurrentie. De maritieme band tussen Nederland en Engeland lijkt in de literatuur vaak alleen te bestaan uit oorlogvoering of competitie tussen de VOC en de East-India Company. Deze uitgave neemt voor de verandering niet de strijd onder de loep, maar uiteenlopende vormen van samenwerking tussen beider landen van de zeventiende tot en met twintigste eeuw. Want die is het bekijken waard! De twee maritieme naties beïnvloeden elkaar in tijden van vrede én oorlog op cultureel, economisch en wetenschappelijk gebied. Van de Hollandse zeeschilder

Willem van de Velde tot de Schotse ingenieur Ducan Christie – schilders, schrijvers, cartografen, scheepsbouwers, vissers, technici en (Olympische) watersporters weten elkaar te vinden en wisselen kennis, expertise en vaardigheden uit. Beide landen spiegelen zich aan elkaar. Een aantal facetten van deze reflectie wordt in dit boek getoond.

"Nederland-Engeland" is een gezamenlijke productie van het Maritiem Museum Rotterdam en Het Scheepvaartmuseum. **"Nederland-Engeland. Reflecties over zee"** (ISBN 978-90-5730-773-7) telt 128 pagina's, en werd als softback op groot formaat uitgegeven. Het boek kost 24.95 euro. Aankopen kan via de boekhandel of rechtstreeks bij Uitgeversmaatschappij Walburg Pers, Postbus 4159, 7200BD Zutphen. Tel. +32(0)575.510522, Fax +31(0)575.542289. . In België wordt het boek verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. 053/76.72.26, Fax 053/78.26.91, E-mail: info@agorabooks.com

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information

UNSUBSCRIBE / UITSCHRIJF PROCEDURE

To unsubscribe click [here](#) (English version) or visit the subscription page on our website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

Om uit te schrijven klik [hier](#) (Nederlands) of bezoek de inschrijvingspagina op onze website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL>