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**The latest fleet addition of Landfall Towage named NEPTUN 11 arrived in Singapore**  
**Photo : Piet Sinke ©**

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Above seen the [Smit Luzon](#), departure from DMC in Dubai after her docking this year at the month of May.

Photo : Roger Lim ©

# Getting The Measure Of Demand

Containership timecharter rates generally respond strongly to movements in the balance of global containership supply and demand. However, with perfect trade volume data lacking, containership demand is notoriously hard to measure accurately. Here we examine how containership fixture activity might provide an indicator of charter market specific demand.

## Step One

Average fixture duration might be a useful indicator. In softer market conditions with weaker rates, charterers, faced with uncertainty, are often loath to fix long-term, and owners also prefer shorter periods to maintain future upside potential. However, this pattern makes the average fixture period a more useful indicator of the market itself than demand alone. For example, in 2006 the average period was just under 20 months, while the Charter Rate Index averaged 106 points. Meanwhile, in 2009, fixture periods averaged 4.7 months while the rate index plummeted to an annual average of 35.

## Step Two

The number of fixtures itself may also be useful, but shorter average fixture periods generally occur hand in hand with an increase in fixtures taking place, even during a downturn such as the one in 2009. This is due to renewal; as more vessels are redelivered more frequently, even while demand is low, a significant quantity of tonnage will always need to be fixed (charter owners own 56% of containerships). This counteracts any reduction in the average fixture period caused by a drop in demand.

Moreover, there is much volatility in fixture numbers, as the Graph of the Month shows. However, it is clear that in 2006 over 850 fixtures were reported, compared to almost 1,500 in 2009, a much weaker market.

## Result!

So, another indicator needs to be derived. The graph also shows the aggregate duration of all reported fixtures per month (displayed as a 3-month moving average). This takes into account both the average fixture period and the total number of fixtures (but not the size of vessels), and should give a better indication of charter market demand.

The Charter Rate Index in the first nine months of 2011 was on average 37% lower than in the corresponding period in 2006. However, the total duration fixed over the same period this year is only 5% lower, and stands around 2008 levels, even if it has trended marginally downwards in Q3. This indicator appears to be more closely aligned with what is understood about demand from box trade volumes (with global flows still projected to expand by 8% in full year 2011). So, this final indicator reinforces the view that the demand side is still in relatively good shape on a global basis. As with the analysis of the fundamentals, dissection of fixture activity suggests that it has been the impact of supply that has led to the recent market pressure. **Source: Clarksons**



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

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## PHOTO IMPRESSION NEPTUN 11



This 36 mtr long vessel is flying the United Kingdom/Gibraltar flag and is equipped with 2 Cummins KTA-50-M2



gasoil, ondeck can several towing pins and chain stopper forks be found, left seen Capt **Radboud** and Ch.Eng **Piet** in the engine room of the **NEPTUN 11**

**Landfall**



The recently delivered Anchorhandling tugboat / utility vessel **NEPTUN 11** arrived in Singapore, so time for a visit to this new vessel.



diesel engines for a bollard pull of 42 tons, further more a Double drum towing winch 50/75 tons is installed and the tug can carry 290.000 litres of





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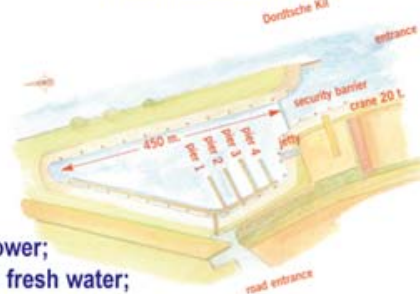
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Above seen the **DLB Balder** of the Heerema Group working alongside the **USAN FPSO** in the USAN Oil field in Nigeria engaged with construction /pipe laying operation. On the left is seen the accommodation/work barge **JASCON 30**  
 Photo : Capt F.Stuckenberg – Master Bourbon Trieste ©

## Police Arrest 3 Over Deadly Asylum Seeker Boat Capsizing

The police have arrested three men said to be responsible for the deaths of eight asylum seekers when their boat capsized in West Java on Tuesday. "They were taken from Pangandaran to West Java Police headquarters [in Bandung] on Thursday for further questioning," the chief of the Pangandaran Police, Adj. Comr Sugiarto, was quoted by Antara news agency as saying on Friday. The suspects, originally from East Nusa Tenggara, have been identified as

Herman, 35, Arfin, 33, and Denmus, 20. The police say they were transporting around 70 people, mostly from Afghanistan, Iran and Pakistan, to Australia via Timor Island when their boat sank in stormy weather. Eight of the asylum seekers, including three Iranian children, drowned when the ship capsized off the coast of Ciamis.

The suspects told authorities that they were only instructed to pick someone up in Ciamis, but they did not know who. When they arrived with their boat, they said, they were met by dozens of foreigners who asked to be taken to Australia by sea. A total of 47 asylum seekers were rescued from the shipwreck and are now in detention. Immigration officials are consulting with officials from the UNHCR to examine their refugee status. Separately, the Navy is increasing its patrols in the Java Sea in the wake of recent arrests of asylum seekers traveling through Indonesian waters to reach Australia.

Rear Adm. M. Atok Urrahman, commander of the Surabaya naval base, said he had ordered ships to step up measures to intercept boats used for smuggling people across the area. "We don't get a lot of border disputes here [in Surabaya], but we have been dealing with a lot of smuggling activities," Atok said at the naval base. The admiral said that patrols would be focused on several parts of the Java Sea to the north of the island as well as the Indian Ocean to the south.

"[Asylum seekers] usually enter Semarang [Central Java] through the Karimunjawa Islands and from the northern part of East Java near Bawean Island. We will heavily guard those areas," he said. Atok added that people smugglers were also known to use the southern route despite its bigger and more dangerous waves. The base's assistant commander for intelligence, Col. Suaf Yanu, said his office relied on public information and patrols to intercept people smugglers.

Suaf said the naval base also worked closely with smaller bases in Denpasar and Banyuwangi in East Java. Banyuwangi is located just off the Bali Strait, a major crossing point for people smugglers. "[Bali] is a major tourist destination," Suaf said, adding that asylum seekers could blend in with foreign tourists. "We have also raided yachts. When we find smugglers, we usually hand them over to the police for further investigation." Indonesian authorities have arrested many of the hundreds of asylum seekers traveling through Java in recent weeks. Among them were 31 Australia-bound asylum seekers arrested in Banten on Oct. 20, and 46 asylum seekers nabbed in Central Java three days later. **Source : The Jakarta Globe**



The bulker **GOLDEN ENTERPRISE** seen inbound to Vancouver harbour nov 6 2011 - **Photo : Robert Etchell ©**

## **Dry bulk carrier rate could hit bottom next week**

Freight rates for capesize dry bulk carriers on key Asian seaborne routes could hit a bottom over the next week on rising Chinese demand for relatively cheap iron ore. For smaller panamax and supramax vessels, rates are expected to ease given ample ship supplies in Indonesia and Australia, shipbrokers said yesterday. Fixture rates for capesize vessels on the Brazil- China route tumbled to a two-month low of US\$25.154 a tonne on Wednesday from US\$30.462 last week. Rates have fallen nearly 20 per cent since hitting a 12- month high of US\$30.635 on Oct 25.



Benchmark capesize fixture rates from Australia to China also dropped to a two-month low of US\$10.017 a tonne from US\$12.129 last week. The market has fallen more than 20 per cent since hitting a 16-month high of US\$12.646 last month.

'After a relatively long period with improving rates, the cape market experiences a correction,' said broker firm Fearnleys. 'The drop in spot rates has resulted in less period activity with charterers aiming around the mid-teens, a level perceived to be of non-interest to the owners.' Market analysts believe rates could soon hit a short-term bottom with freight demand for Chinese-bound vessels expected to rise as domestic steel mills take advantage of falling iron ore prices. The Baltic Exchange's main sea freight index fell to its lowest in six weeks, dropping 53 points or 2.77 per cent to 1,859 points on Wednesday. Technicals indicated the benchmark index would fall to 1,715 in a week, as a medium-term rebound that started from the February low of 1,043 has completed. The rate for panamax vessels travelling via the transpacific route fell to a one-month low of US\$13,008 a day from US\$13,824 last week. The market has fallen nearly 20 per cent since hitting a seven-month high of US\$15,961 last month. 'The market in the Pacific continued to come off, as there are still limited Indonesia and Australia stems, especially for ships with prompt dates,' said broker firm ICAP. In the supramax market, intra-Asia freight rates for shipments from Australia to Japan and South Korea, two major coal importers, eased to a 21/2 month low of US\$10,814 a day on Wednesday from US\$12,891 last week. Rates from the east coast of India to China dropped to a three-month low of US\$9,265 a day from US\$10,867 last week. **Source: Reuters**



## Great Lakes: Relief for SS Badger ?

If a U.S. House of Representatives Coast Guard authorization bill amendment approved Friday is agreed to by the U.S. Senate and President Obama, the **S.S. Badger** car ferry will be able to continue using coal for its fuel for the life of the vessel. The Environmental Protection Agency has threatened Lake Michigan Carferry with shutting down the 450-foot ship at the end of 2012 if owners are unable to stop discharging coal ash into Lake Michigan. The **Badger** sails 60 miles daily between Manitowoc and Ludington, Mich., from late May to early October. The measure was championed by U.S. Rep. Tom Petri, R-Fond du Lac, whose congressional district includes Manitowoc, as well as U.S. Reps. Bill Huizenga and Dan Benishek of Michigan.

### Historic ferry

A news release issued by Petri on Friday notes the **Badger** is an historic ferry, believed to be the last coal-powered steamship in the U.S. "The discharges are tested regularly by an independent EPA certified laboratory," Petri stated. "The tests have confirmed that the coal ash lacks the presence of anything at or near levels that would qualify as hazardous under any law," he said. "Even so, the Badger owners have been trying to identify an affordable alternative to coal. "Natural gas has possibilities, but in any case, they need more time. The amendment would allow the Badger to continue operating under the current regulatory regime." Petri noted that the Badger is a unique, historic vessel which, along with other ships of historic and cultural importance, should receive special consideration because changes necessary to comply with EPA regulations are much more difficult for such vessels. "This 50-year old ship is an important part of our history, culture and tradition," Petri indicated. "It is currently on the National Register of Historic Places and has been nominated as a National History Landmark as an important part of our heritage." Petri stated the economic impact on Manitowoc is \$14 million a year, and the Badger is responsible for providing about 250 jobs on both sides of the lake. Petri stated the Badger attracts about 100,000 visitors to the port cities in Wisconsin and

Michigan. "The Badger carries commercial vehicles that otherwise would be driving around the lake and through the congested Chicago area," Petri stated. "By one estimate, that saves 1 million gallons of fuel each year and reduces air emissions." Petri's press secretary, Neil Wright, said it may be several weeks before the authorization bill is approved and on Obama's desk for his possible signature. Wright said the amendment passed unanimously in the House, boding well for possible concurrence in the Senate. **Source: htrnews.com**



Svitzer's **SINGAPORE** seen anchored at Singapore Eastern anchorage awaiting the departure with the crane / workbarge **SMIT BORNEO** bound for the **RENA** location in New Zealand – **Photo : Capt. Radboud Polee ©**

## Shippers have paid \$110m in ransom this year

Ransom payments paid by shipping companies to Somali pirates have reached nearly \$110 million this year — a 37 per cent jump in two years — despite the increasing success of international naval forces in preventing pirate attacks. According to Rear Admiral Christian Canova of the European Naval Task Force (EUNavFor) operating off the coast of Somalia and the Gulf of Aden, there were only 10 ships and 247 seafarers being held hostage in mid October compared with double the number of vessels a year ago. The International Maritime Bureau has confirmed the increasing success of the navy saying that of the 199 attacks on vessels in the first nine months of this year, only 24 had been successful. "Somali pirates are finding it harder to hijack ships and get the ransom they ask for," said IMB director Captain Pottengal Mukundan. But the result is that pirates are demanding ever higher ransom payments for the seafarers they capture.

Rear Admiral Canova also told the European Parliament that the failure to agree on a set policy on Somali pirates was hampering future operations. He cited the example of the fact that EUNavFor surveillance aircraft had identified pirate camps along the Somali coastline prior to the end of the monsoon season. But due to "disagreement" among EU member states and Nato members regarding the use of force against pirates onshore, no military action was taken against those bases. This is an issue that infuriates international trade unions, with Nautilus general secretary Mark Dickinson saying that if an agreed policy was not made then seafarers would boycott the entire Somali coast. "At what point would it be considered reckless to send seafarers into the high risk area," he asked. "Why do military forces not take out the pirate bases ashore and attack their business model? Lots of questions (but) no simple answers."

There are also concerns that with cutbacks in military spending in Western countries that naval resources will be shifted from the Gulf. Some warships used for piracy patrols were recently switched to the Mediterranean to support operations in Libya and naval experts say that most Western navies are too tightly stretched. The UK Foreign office minister Henry Bellingham says that Britain supports the use of private armed security teams on ships providing they are properly regulated. He also said that it was a "fallacy" that pirates are not being prosecuted or imprisoned. The minister said that more than 1,000 Somali pirates were currently being held in custody in over 20 countries, including three pirate leaders and financiers. **Source: Reuters**





The Ultra deep Drillship **Ocean Rig Mykonos** seen at Western OPL (Singapore) - Photo : Jonathan Lee ©

## Dockwise to Sell DYT



**Dockwise Ltd** has announced it has signed a letter of intent to sell its wholly-owned subsidiary, Dockwise Yacht Transport (DYT) to Coby Enterprises Corp supported by private equity and with participation of the existing management of DYT. Closing of the transaction is conditional upon market customary conditions. The proceeds of this cash deal will be disclosed upon completion of the transaction which is expected to take place during the next quarter. Following the disposal of DYT, Dockwise will be focused solely on its core Heavy Marine Transport (HMT), Transport and Installation (T&I) and Logistical Management activities. DYT is the world leader in the transport of yachts and leisure craft between premier sailing regions around the globe. Its main market among others is the annual transatlantic migration, in the second and fourth quarters of the year, of luxury yachts from Florida and the Caribbean to the Mediterranean and back. The company owns three dedicated vessels; **Super Servant 3**, **Super Servant 4** and **Yacht Express** and offers both premium float-on /

float-off and lift-on / lift-off yacht transportation services. DYT has long been operated independently from Dockwise and there was no significant overlap in customers or synergy with the remaining Dockwise fleet. DYT revenue and EBITDA further amounted to a small fraction of the overall Dockwise. It is the intention of the buyers to maintain an

independent company with a single focus on the business of transporting leisure craft around the world. Given the three-vessel structure of DYT, and plans both for the deployment and maintenance of the ships in the immediate future, a phased closure process is planned for the first quarter of 2012.



**Andre Goedee**, Chief Executive, Dockwise Ltd, said: "DYT played a significant role in the origins of Dockwise, being the product of the merger between Dock Express and Wijsmuller, but with the evolution of our business it is no longer a strategic asset. Dockwise is now focused on the Oil & Gas Industry as a dedicated provider of transportation and installation services. Today's announcement will allow management within the business to focus exclusively on this task and to reallocate capital to supporting the development of our world-leading business." COBY Enterprises Inc. is a marine solutions, transportation and logistics company providing services in domestic and international markets. The company is headquartered in New York. The Company intends to provide maritime services to the highly evolved and modernized yacht transport business. Steven Byle CEO of COBY stated, "We are excited to get involved in this dynamic and interesting niche in marine transportation. DYT clients can look forward to uninterrupted service in the short term, and improved and expanded services as we go forward. The DYT team and vessels crews will stay in place, and there will be no change in routes or schedules. Moving toward the future, however, our plans include an immediate program for renewal and upgrade of the yacht carrier fleet. And we further intend to add new routes and services for our clients in the years to come."

**Clemens Van der Werf**, President, Dockwise Yacht Transport LLC, said: " With Coby Enterprises we have found a solid partner who shares our long term vision on the yacht transport industry, and is willing to invest in the growth of our company in order to keep serving yacht owners with premium transport options for their travel needs all around the world".

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The **Elsi-R** working for van Oord near Hoedekenskerke to reinforce the coast line.

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

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The **JAYA CHIEFTAIN** seen anchored off Singapore – Photo : Piet Sinke ©

## Maersk wins \$550 mln rig order from Total

Maersk Drilling, a unit of Danish shipping and oil group A.P. Moller-Maersk, said it won a \$550 million rig contract from Total E&P Norge, a unit of French Total, Reuters reports. The company said in a statement Total E&P Norge would hire one of two ultra harsh environment jack-up rigs currently under construction in Singapore. The firm contract duration was four years, and included four one-year options. The contract is expected to begin at the latest by the third quarter of 2014 upon delivery of the rig to the Norwegian North Sea, Maersk Drilling said in the statement. The contract will last four years and includes four one-year options.



## NAVY NEWS

# Navy Rescues Chilean Submarine in International Exercise

**Rescue exercise prepares for some of the worst scenarios possible.**

The American and Chilean navies joined in a submarine rescue exercise in waters off Point Loma last Thursday. The Chilean submarine **Carrera** intentionally ran aground in over 400 feet of water. It was an opportunity to use the U.S. Navy's Submarine Rescue System, designed to operate in extremely difficult conditions. "[This is] a capability that the



navy has, to help extract distressed submariners that may be trapped on board a submarine at depth," said Rear Admiral Bob Kemensky of the U.S. Navy.

Kemensky said the exercise sought to train members of the U.S. Navy to operate the specialized equipment as well as train foreign submariners in ways to aid rescuers in their operation. The first operation after all the equipment was put into place was to launch a diver in an Atmospheric Diving Suit, or ADS, which drops to the submarine and assesses the damage. After the submarine's surface was deemed fit to board, the Pressurized Rescue Module was sent, able to rescue 16 submariners from the vessel on the ocean floor. The pressurized feature is extremely important in submarine rescue as sailors' bodies could be in a highly pressurized environment. "If you're pressurized to much more than 30 feet, virtually everyone would have some sort of decompression sickness. You get up to 40 feet and deeper, people would be dying on deck," said William Orr, director of the International Submarine Escape and Liaison Office, or ISMERLO. The international collaboration spawned from the catastrophe of the Russian submarine Kursk in 2000, in which 118 sailors died. While there was little the international community could do to help, world leaders decided more cooperation was necessary to avert future disasters. "In the event of an actual rescue, we can now coordinate globally with all the submarine-operating nations and all the nations that operate rescue equipment," Orr said.

The exercises are becoming increasingly more important as 43 nations currently operate submarines. Globally, 440 submarines are active. While the ADS and PRM are capable of operating in depths of 2,000 feet, most of the world's sea floor is much deeper. **Source: Navy Rescues Chilean Submarine in International Exercise | NBC San Diego**



The Japan Maritime Self-Defense Force helicopter destroyer JS **Hyuga (DDH 181)** prepares to turn from a formation of U.S. Navy and Japan Maritime Self-Defense Force ships during Annual Exercise 2011. Annual Exercise is a bi-lateral field training exercise designed to practice and evaluate the coordination procedures and interoperability elements required to respond to the defense of Japan and the Asia-Pacific region. **Photo : U.S. Navy**

## **Navy commander who crashed nuclear sub HMS Astute on Skye gets dream Florida post**

The Navy commander who crashed Britain's newest nuclear submarine is now jetting back and forth to Florida at taxpayers' expense. Commander Andy "Captain Calamity" Coles lost his command of £1billion **HMS Astute** after running it aground off Skye a year ago. The embarrassing incident left the taxpayer with an estimated £7million repair bill but Coles, 48, has landed on his feet.

He's now in a desk job that involves regular flights to the Sunshine State, home of Walt Disney World. Party And he enjoys telling his followers on Twitter all about the fun he's having in the US. Coles tweeted: "Arrived at Fernandina Beach and it's still Halloween here - party time." And on the anniversary of **HMS Astute's** grounding, he wrote: "Just back from a fab late lunch at Sandy Bottoms at Fernandina Beach - could live here!" The Ministry of Defence confirmed that Coles was now part of a submarine project team, with a job involving regular US trips, but refused to give more details.

They said: "Commander Coles has been reappointed to a post where his talents and experience can be used to best effect." Nuclear-powered **Astute** suffered major damage when it ran aground during sea trials near the Skye Bridge on October 22 last year. The 7800-ton sub had to be dragged off the seabed by a rescue ship. Navy sources said it had strayed out of safe sea lanes. The official inquiry into the incident is still dragging on but Coles has been told he won't be court-martialled. And after getting the news, he tweeted: "Time to rebuild my reputation and career ... after a well earned week in Greece!" But Coles, who's due to retire in little more than four years, knows that the Skye incident has cast a shadow over his career. One Twitter follower asked him if he'd be promoted to captain before he retires, saying it would be "good for the pension". But Coles replied: "I wish, but since the grounding last year - not a chance." **Astute** is now back in sea trials, with its new skipper, Commander Iain Breckinridge, in charge. The MoD have promised to publish the findings of the inquiry into its grounding. **Source : Daily record.co.uk**

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( Sorry text is in the Dutch language )

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## Navy ship HMCS Preserver crashes into Halifax dock... just days after \$44M facelift

A Canadian navy ship that had just undergone a yearlong, \$44.7-million facelift struck a dock in Halifax on Friday afternoon, causing damage to both. **HMCS Preserver**, one of the navy's supply ships, had just returned from several days of tests at sea and was in the process of turning around when it struck the Halifax Shipyards dock, said Royal Canadian Navy spokesman Maj. Paul Doucette.

No one was injured, but **Preserver's** upper starboard side was damaged, as was the dock. Doucette could not say whether the collision was due to crew error or the repairs that had recently been completed by Irving Shipbuilding, which owns the dock. Irving officials were not immediately available for comment.

Doucette said the ship is currently docked in Halifax, and that an investigation will be launched. **Preserver** was launched in 1970 and normally carries a crew of 300. Classed an auxiliary oiler replenishment ship, it has been attached to Canadian missions in Haiti, Kuwait, Somalia and the former Yugoslavia over the course of its life. **Source : nationalpost**

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## U.S. Navy Delivers Sixth Coastal Patrol Boat to Iraq

The U.S. Navy formally delivered the sixth 35-meter patrol boat (**P-305**) to the Iraqi navy at the Umm Qasr naval facility in Iraq Nov. 3, after the ship successfully completed reactivation in Bahrain, Oct. 23. The seamless reactivation enabled delivery to an Iraqi naval base one week ahead of schedule.

"The team has once again succeeded in lending their expertise in boat construction and acquisition to deliver another quality asset to our international partners," said Frank McCarthy, program manager for Support Ships, Boats and Craft. "We look forward to officially transferring custody of **P-305** to the Iraqi Navy to aid in their mission of securing



their maritime sovereignty." The delivery of **P-305** follows the successful delivery and transfer of custody of **P-304** and **P-306** in August this year. The next coastal patrol craft is scheduled to deliver to Iraq in December.

The Support Ships, Boats and Craft Program Office in the U.S Navy's Program Executive Office (PEO), Ships, is managing the acquisition of the patrol boats as a foreign military sales case. There are currently six patrol boats remaining under construction in this case. The U.S. Navy and Swiftships Shipbuilders, LLC, Morgan City, La., are supporting the Iraqi Navy in the procurement and construction of up to fifteen 35-meter armored patrol boats. The boat is armed with a 30mm gun weapon system, provides for a crew of 25 and is capable of reaching 30 knots.

PEO Ships is currently managing the design and construction of all U.S. Navy destroyers, amphibious ships, special mission and support ships, as well as a wide range of small boats and craft for U.S. agencies and allied nations. Since its creation in November 2002, PEO Ships has delivered more than 40 warships and hundreds of small boats and craft from more than 20 shipyards and boat builders across the United States. **Source : Defpro**

## SHIPYARD NEWS



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## Ferguson Shipbuilders secures order for two hybrid Ropax ferries

Caledonian Maritime Assets Limited (CMAL) has announced that Ferguson Shipbuilders, Port Glasgow, Scotland as the preferred bidder for the contract to build the world's first two seagoing Roll-on/Roll-off vehicle and passenger (Ropax) diesel electric hybrid ferries, MarineLog reported. Ferguson will be working alongside Glasgow based ship design specialists Seatec and electrical specialists Tec-Source to deliver the project. The announcement follows confirmation of Scottish Government funding to CMAL for the Low Emission Hybrid Ferries Project in February and a recent tender process, which led to a number of Scottish and European shipyards submitting responses for the contract.

Each ferry will be designed to accommodate 150 passengers, 23 cars or two HGVs, with a service speed of nine knots and will be powered by small diesel generator sets, feeding power to a 400 volt switchboard, which will supply power to electric propulsion motors that turn the propulsion units. In addition two battery banks with a total of 700 kWh will also be able supply power to the units reducing fuel and CO2 consumption by at least 20%. The battery banks will be charged overnight from the shoreside power supply. It is hoped that in the future energy from local wind, wave or solar systems will be used to charge the batteries. Guy Platten, Chief Executive of CMAL commented: "This project provides a fantastic commercial opportunity for Scottish shipbuilding and we are delighted to announce Ferguson as the preferred bidder for the contract to build the world's first sea going RORO passenger hybrid ferry. "CMAL is committed to leading the way in innovative ferry design and building for the future and we hope to see the first of these vessels in operation in early 2013." Commenting at the official announcement today at Ferguson Shipyard in

Port Glasgow, Scottish Cabinet Secretary for Infrastructure & Capital Investment Alex Neil said: "I'm delighted to announce that we have awarded Ferguson Shipbuilders with a £20m contract to build the world's first hybrid ferries, which will not only secure around 75 existing jobs in the Port Glasgow and Inverclyde area, but create around 100 more. In addition we expect Ferguson to create around 20 new apprenticeships directly as a result of this contract."

Source : PortNews



The bulker **JOHN M CARRAS** seen at DSME shipyard. The vessel is named after the Greek shipping legend John Carras. Photo : Thom Jaspers ©

## Sevmash to assemble Russian nuclear-powered aircraft carrier

Sevmash Shipyard will assemble a nuclear-powered aircraft carrier, Radio Russia reported, citing a source in the Russian Defense Ministry. The vessel's modules will be constructed at two shipyards of United Shipbuilding Corporation (USC), which names were not disclosed. Earlier, USC President Roman Trotsenko has said that the design of the ship is scheduled to begin in 2016, construction - in 2018, completion - in 2023. Source : PortNews

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Above seen the 2010 built PAN flag offshore support vessel **MERMAID ENDURER** entering Grand Harbour, Malta on her maiden call on Thursday 3rd November, 2011 bound to Palumbo Malta Shipyard Ltd Dock no 5.

Photo : Cpt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com)

## Changes of course in boxship power

Market leader MAN reports that larger container vessels are now increasingly being specified with longer-stroke S80ME-C9 and S90ME-C8/9 engines, rather than wider-bore plant, because of the opportunity these types offer to employ larger propeller diameters. In such a scenario, an S90ME-C9 diesel provides an alternative to a corresponding K98 model with the same cylinder count, for example.

A recent case in point was the decision of Vancouver-based Seaspan Ship Management to adopt the super long-stroke S90ME-C9 engine, in 10-cylinder configuration, for each of a series of 10,000TEU boxships contracted in China by parent organisation Seaspan Corporation.

The vessel design is a product of close collaboration between the owner, Yangzijiang Shipbuilding Group, the Marine Design and Research Institute of China (MARIC) and DNV, and reflects Seaspan's three-year SAVER (Seaspan Action on Vessel Energy Reduction) programme. In relation to other ships and newbuilds in the 10,000TEU category, it promises considerable ship efficiency improvements across the board, achieving increased load capacity with reduced energy usage through design and engineering measures and operational practices. For the new SAVER generation, the owner had initially considered the K98ME-C engine, long favoured by containership owners employing MAN power for vessels in the 8,000-10,000TEU range. However, Seaspan finally opted for the 10S90ME-C9 type, and the ship design was modified to suit.

The plant promises significant fuel savings on the basis of Seaspan's criteria regarding optimised performance in fully-laden condition at speeds in the range of 18-22 knots, with a power reserve to make as much as 25 knots if necessary, in the event of schedules having to be recovered. In settling for the super long-stroke engine class, the ships' aft-end form has been tailored to the lower engine revolutions and larger propeller diameter. Aside from its technical implications, the engine deal has considerable commercial significance for the industry in China, since the Seaspan programme could extend to 25 ships. An initial commitment has been made to seven ships, with options on up to 18 further vessels. Each 10S90ME-C9 diesel will be produced by MAN licensee CSSC-MES Diesel (CMD). Maximised energy efficiency is married with record-breaking cargo capacity in A.P.Moller-Maersk's future Triple-E generation of line-haul vessels. At the time of writing, the make and model of propulsion machinery for the proposed two-engine/twin-propeller system had not been revealed. Ultra long-stroke engines and larger propeller diameters are central to an innovative vessel concept that also embraces optimised hull and bow forms and advanced waste heat recovery technology.

The dual engine installation for the 18,000TEU design is intended to ensure a top speed of 23 knots, two knots less than that of the largest containership to date, the 15,500TEU Emma Maersk type. Despite the very small decrease in maximum speed, and the 16% increase in payload, the Triple-E's power requirement is in the order of 65,000kW to 70,000kW, some 19% less than the 80,000kW, single-engine installation in Emma Maersk. The Triple-E concept allows for slower engine revolutions and far greater fuel economy. The company has said that the engines will operate down to 80rpm, compared to 90rpm in Emma Maersk. In fact, to realise the efficiency benefits of ultra long-stroke prime



movers, larger propeller diameters are required. However, the size of the propeller is governed by the dimensions of the vessel and space availability beneath the keel. To mitigate these restrictions, and achieve the desired efficiency, Maersk's own research determined that a two-engine/two-propeller layout would be superior to the classic single engine/single screw configuration. Besides the prospective 19% reduction in power concentration for the somewhat slower ship speed, the twin-skeg configuration using two slower-running engines to turn two propellers is expected to yield further energy savings of 4% relative to a single engine/single propeller design. Furthermore, the adoption of a waste heat recovery system, capturing and re-using heat and pressure from the exhaust lines to boost engine power and reduce fuel consumption by 9%.

Thus, information released to date suggests that each of the two engines per ship will produce some 32,500-35,000kW and have a crankshaft speed of 80rpm. This combination is available from current models of super long-stroke machinery, although new designs dubbed 'ultra' long-stroke are attributed with slower running speeds. The Maersk fleet uses both MAN and Wärtsilä low-speed machinery, and the Emma Maersk generation alluded to above was notable for its adoption of a single 14-cylinder 'cathedral' engine from Wärtsilä. Moreover, the huge power concentration of 80,080kW in this earlier record-breaker can be augmented by two 9,000kW Siemens booster electric motors, energised either by the ship's waste heat recovery system or by the auxiliary gensets. The drive in Emma Maersk is to a fixed-pitch, six-bladed propeller of 9.6m diameter, reckoned to have been the largest when the ship was brought into service in 2006. The Danish organisation has so far entrusted 20 newbuilds of the Triple-E type to Daewoo Shipbuilding & Marine Engineering, on the basis of deliveries starting in 2013, and another 10 such vessels are contemplated. **Source: Motor Ship**



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

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## Singapore, Port Klang centres sign cruise MoU

Singapore Cruise Centre Pte Ltd (SCC) and Port Klang Cruise Centre Sdn Bhd (PKCC) have signed a memorandum of understanding (MoU) for the mutual collaboration for the advancement of the cruise industry in Malaysia and Singapore to mark a new chapter for the cruise industry in the region. The MoU shall facilitate operational collaboration and business development for the two terminals, which are regular stops in world cruise itineraries. It comes in the wake of substantial efforts to enhance ties between cruise terminal operators in the region, including the formation of Asia Cruise Terminal Association (ACTA) which SCC chairs and PKCC is a founding member. SCC chief executive officer Christina Siaw lauded the MoU with Port Klang. "This joint collaboration is coming at a very opportune time and will be a very fitting launch-pad to tap the vast potential of the cruise industry, which is on the cusp of a boom. We are now seeing more cruise passengers coming in from Europe, the Middle East, as well as North and South Asia. "Joining hands with our Malaysian counterparts will only strengthen our proposition when we market to cruise liners from around the world to call at our ports and to offer holiday-makers more varied and exciting cruise itineraries" she said in a statement.



The **Super STAR VIRGO** seen moored at the Singapore cruise terminal in Keppel Bay - **Photo : Piet Sinke ©**

PKCC CEO Brian Paul said Port Klang Cruise Centre was acquired by Glenn Marine Group in June 2010. "Our mission is to promote PKCC as a cruise gateway for Kuala Lumpur and thereby increase terminal utilisation and tourism spinoff for the country and region. The MoU will assist us in seeking synergies with Singapore as our common objective is to build and expand the cruise market in the region. With this MoU, we hope to embark on a new era of business collaboration which will be explored further through our participation in ACTA," he said.

Both CEOs believe that cruise can be an industry driver for tourism in Asia. This is because tourists frequently use cruises to sample destinations, returning to those places which they found most interesting. This is especially true of established cruise playgrounds such as the Caribbean, where 80% of tourists used their cruises to explore new destinations for future trips.

Port Klang Authority acting general manager Capt David Padman said the authority welcomed the formal collaboration between SCC and PKCC. "PKCC is the premier cruise terminal in the country, with major cruise lines using Port Klang as a gateway to Kuala Lumpur. The MoU will strengthen the cruise market in the region, benefitting both terminals and Port Klang in general. It is also in line with several sister port arrangements we have signed in the past. "This cruise arrangement, however, is a first for Malaysia and we see benefits in cruise numbers increasing in Port Klang and also technical and operational collaboration," he said. The signatories agreed that the MoU marked only the first tentative steps in developing cruise industry in Asia. **Source : The Star**

## 'African Star' first Italian-flagged ship to load logs in Dunedin

It is interesting to note that while 18 cruise ships that have called here since October 1994 have come from Italian shipyards, vessels flying the Italian flag are seldom seen here. Until **African Star** arrived last week, there had been calls by only 14 Italian-registered vessels since March 1963. These comprised three cargo liners and two container

ships from the Lloyd Triestino fleet, the 1948-built cruise ship **Italia Prima**, four tankers, one bulk carrier, two small general cargo vessels and a research vessel.



The **AFRICAN STAR** – Photo : Ross Walker ©

So it has been left to the Naples-registered **African Star** to make local history in being the first Italian-owned vessel to load logs here. It arrived from Zhangzhou last week to commence loading. However, with berthage space at a premium, it had to vacate the Beach St berth and go to anchor to allow cruise ship **Sea Princess** to use the berth last Thursday. It returned that evening and departed on Saturday for Gisborne.

Built by the Oshima shipyard, the 23,272gt, 42,004dwt bulk/lumber carrier was delivered on January 10, 1991. The vessel commenced its career as Western Bell for Skibs A/S Belships, of Oslo. Then, from 1996-99, it was sailing under the flag of Panama as Western OMG. Another change of name and transfer to Maltese registry saw it operating as Tzini until it became **African Star** after purchase by Medstar S.R.L, of Naples, in May 2008.

And, still on an Italian theme, the MSC-chartered **Italia** is due on its 10th visit this week. The 37,209gt, 3029teu vessel was the third of seven sister ships built at Kiel by Howaldtswerke Deutsche Werft for Zim Integrated Shipping Services, of Haifa, and was formerly named **Zim Italia**.

First to enter service, on April 1, 1990, was **Zim America**, which later served as **Andaman Sea** from 2007 until last November, when it was bought by the Costamare group. The MSC-chartered ship berthed here for the first time on August 8 and returned on September 29. Having photographed the ship on both of its departures, I never expected



that, six days after making its second visit, **Rena** would make headline news in a saga that will continue for some time yet.

The **SEA PRINCESS**  
seen in Otago  
Harbour –  
Photo : Ross  
Walker ©

The phenomenal run  
of container ships

calling here for the first time is tapering off. With the arrival of **Maria-Katharina S.** last Thursday and **RHL Aurora** next Wednesday, 27 will have turned up here since July 20. These two are on charter to CMA CGM and are both geared vessels built in China. **Maria-Katharina S.** is owned by an Elsleth company that includes the ship's name, and is registered at St Johns under the flag of Antigua and Barbuda. A 26,435gt vessel, it has a capacity of 2546teu including 400 reefer plugs. Built at Jiangyin by the Jiangsu Yangzijiang yard, the 22-knot ship was laid down on



November 20, 2008, launched on August 18, 2009 and handed over on January 7, 2010. **RHL Aurora** is the fifth of a class built by the Guangzhou Wendong yard that have called here on CMA CGM charters. Operated under the Liberian flag, the ship is operated within the Reederei Hamburger Lloyd group by MS Matthias Claudius Schiff.

Keel-laying on December 26, 2005 was followed by the launching on March 28, 2006 and delivery on June 6, 2007. And until receiving its present name six months ago, this 18,480gt, 1732teu vessel had traded since new as **Matthias Claudius. Ocean Pluto**, in port over the weekend, is the third unit from the Ocean Tankers fleet of Singapore to visit Dunedin in the past four years. Registered to the ownership of Xin Dun Shipping Pte Ltd, the 30,965gt, 50,539dwt vessel came from the Shin-A yard at Tongyong, South Korea, and has been in service since July 6, 2007. **Source : Daily Times**



The **HHL TOKYO** (ex Beluga Tokyo) seen anchored off Singapore – **Photo : Capt. Jelle de Vries ©**

## GRANDI NAVI VELOCI SUSPENDS THE WINTER SERVICE GENOVA –PORTO TORRES –GENOVA

Grandi Navi Veloci suspended the service Genova –Porto Torres –Genova since 7th November, The shipping company evaluated the chance to keep the link between Genoa and Porto Torres during the winter season: however the twisted and complicated scenario in Sardinia and the increase of operations and port's costs have forced the company to suspend the service until April 2012. "Of course we understand the needs of Sardinia's citizens, especially the ones from the North of the Island; however we have been forced to make this hard choice due to the strict economic conditions which are no longer competitive –General Director Ariodante Valeri said –Winter operation costs are usually higher than our revenues. All the more, the trend is negative and a private company such as GNV cannot allow herself to sustain any loss". Grandi Navi Veloci will restore the line Genova –Porto Torres on April 2012.



The **ROCKWATER 2** spotted in the Sinki Fairway in Singapore – **Photo : Jonathan Lee ©**

# FERRY CHANGE AT HOEK VAN HOLLAND < > KILLINGHOLM ROUTE



The **CORAGGIO** now completely painted in the Grimaldi colors seen arriving in Hoek van Holland from Killingholm to hand over the route to the new arrived **STENA TRANSIT**, which started her first crossing yesterday evening 21:00 hr  
Photo top : Rob de Visser – Photo below : Henk van der Heijden ©



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



The recently launched vessel **ANANGEL ASTRONOMER** seen at DSME shipyard receiving her deck house.  
(Ref : news clipping 305-01-11-2011)

**Photo : Thom Jaspers ©**