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**The latest fleet addition to the T&T Bisso Salvage Asia fleet, the TTB SURVEYOR seen getting ready for her task, In Water Survey, Hull cleaning and repairs in and around Singapore waters.**

**Photo : Piet Sinke ©**

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## EVENTS, INCIDENTS & OPERATIONS



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Photo : Dirk Savels - AHT Union Wrestler ©

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## Pelikaan redt schipbreukelingen bij Martinique



**Hr. Ms. Pelikaan** heeft op maandag 14 november twee schipbreukelingen gered op ongeveer 100 mijl ten westen van het eiland Martinique. De man en vrouw uit St. Vincent dobberden 7 dagen zonder voedsel op zee. Zij hielden zichzelf in leven door opgevangen regenwater te drinken. Het tweetal is maandagnacht aan boord van de **Pelikaan** opgevangen en onderzocht door de medische dienst. Gezien de omstandigheden verkeren ze in een redelijk goede conditie. De lokale autoriteiten van Martinique zorgen op dit moment voor huisvesting. Morgen varen de man en vrouw met een lokale vissersboot naar St. Vincent.

De 2 schipbreukelingen vertrokken 7 november vanuit St. Vincent naar het eiland Union Island. Onderweg viel de motor uit en ze waren niet in staat om reddingsinstanties te alarmeren. Waar verschillende schepen de boot niet opmerkten, hoorde de officier van de wacht van de **Pelikaan** het tweetal wel om hulp roepen.

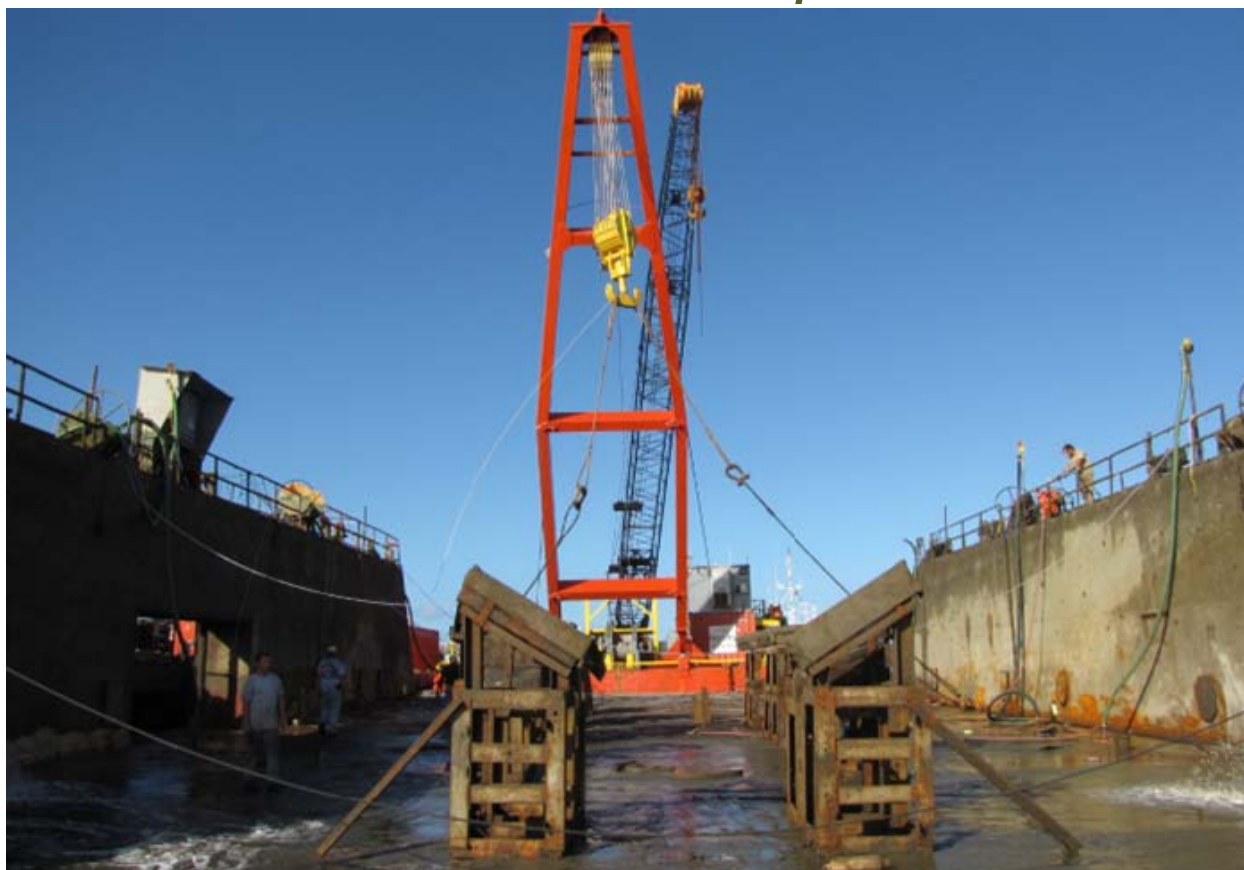


De twee survivors samen met de commandant en officier van de wacht **Gerdo van den Brink**

### De Pelikaan

**Hr. Ms. Pelikaan**, met aan boord de marinierscompagnie uit Aruba, was op dat moment onderweg naar Martinique voor een gezamenlijke oefening met de Franse marine. De **Pelikaan** is het ondersteuningsvaartuig van de Koninklijke Marine in het Caribisch Gebied. Het schip is gestationeerd in Willemstad, Curaçao. **Photo's : Crew Pelikaan**

## RESOLVE REFLOATS PERSEVERANCE DRY DOCK IN SAN JUAN, PUERTO RICO



**RESOLVE Marine Group, Inc.** successfully refloated the **Perseverance** dry dock in San Juan, Puerto Rico on October 27. The dry dock sank on September 29 during maintenance/refit operations. During the sinking, the dry dock's internal pumping system became inoperable due to flooding of the dock's control station. Also, internal damage sustained during the sinking event made several of the internal compartments common, degrading the stability of the dry dock. **RESOLVE** was engaged to assess the casualty, and plan and execute the refloating operation. First, 12 electric submersible pumps were installed to replace the dry dock's inoperable pumps. **RESOLVE** then utilized the RMG 400 sheer leg heavy lift crane barge to maintain longitudinal stability of the structure during the 8-day refloat operation. **RESOLVE** had deployed the AHTS **RESOLVE Pioneer**, the Tug **Lana Rose** and RMG 400 heavy lift crane barge to the **Perseverance** refloat operation after completing the refloating and scuttling of the Angeln container vessel wreck off the coast of St. Lucia. **Perseverance** dry dock owner **San Juan Towing & Marine Services** is a resource partner within **RESOLVE's** OPA90 network of service providers.

## 6 Somali Pirates on Trial in Paris

France has opened its first Somali piracy trial with six men appearing before a Paris court. The trial comes amid growing international efforts, both on- and off-shore, to crack down on Somali piracy. The six men are accused of taking a French couple hostage on their boat off the coast of Somalia in 2008. Two weeks later, French special forces freed the couple and seized the men. Today the six Somalis, who range from 21 to 35 years of age, say they were fishermen who were forced into piracy. Paris-based maritime lawyer Xavier McDonald says that on jurisdictional grounds, the French case is fairly clear. "The alleged pirates were apprehended on board a yacht, which flies the French flag and is therefore considered to be part of French territory," he said. "So they were effectively apprehended on French territory." A lawyer for one of the Somali defendants in Paris, Rachel Lindon, believes the French justice system should take Somalia's chaos and poverty into account. Lindon told French radio that within this context, her young client had little choice other than to become a pirate.



The trial, which is expected to last several weeks, is a first in France. But as piracy has exploded off the Horn of Africa, a growing number of countries have launched similar proceedings. Kenya took the lion's share of the Somali cases, until it complained its overburdened justice system couldn't handle more. McDonald says France and other Western nations holding trials face problems of their own. "There is absolutely this issue that once we have the pirates in our home jails, what do we then do? How do we repatriate them after their jail terms? Will they be able to seek asylum, will they be able to invite their families to join them?" asked McDonald. "There are all sorts of issues." Others argue the international community should attack the problem at sea. "We're not criticizing the naval forces that are out there - they're doing their best," said Bill Box, secretary for Save Our Seafarers, a British-based anti-piracy campaign. "The problem is in the follow-up. The problem is when they catch pirates, some of the time, these guys are being released." But McDonald says there are no easy solutions. "Everyone agrees on the issue being, 'How do we eradicate the problem?' And there is a consensus that the problem can only be eradicated on land and that dealing with the problem at sea is simply a partial response," he said. The debate is likely to continue. France is expected to hold another Somali piracy trial next May. **Source: VOA News**

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The **NILEDUTCH DURBAN** seen moored at the Pasir Panjang Terminal in Singapore last Wednesday

**Photo : Piet Sinke ©**

## **DFDS Profit Surges 48 Percent**

DFDS's third quarter pre-tax profit surged 48 percent from a year ago to \$61 million, as northern Europe's largest short-sea shipping and logistics company benefited from "undiminished" demand in sea and land transport in the booming Baltic region.

Revenue dipped, however, by 7 percent to \$568 million, due mainly to weakening growth on the Danish line's North Sea routes, intense competition on the English Channel and the shuttering of unprofitable Irish Sea services. Operating profit before special items was up 24.3 percent at \$75.8 million. "It is highly satisfactory that we already now are seeing a decisive turnaround of earnings from transport and logistics services, and synergies and restructuring are likewise positively impacting the bottom line," said DFDS Chief Executive Niels Smedegaard.

Smedegaard said the company is maintaining its forecast for a full-year operating profit of \$274 million. "There is growing uncertainty about future growth in Europe's economies, but regardless of the prospect of lower growth in some markets, DFDS' solid capital structure and efficiency put us in a strong position to face the future." Baltic sea freight volume was 13.8 percent higher than in the third quarter of 2010 and English Channel cargo grew 3.1 percent. DFDS was awaiting word today of whether its joint bid with France's Louis Dreyfus for certain assets of Sea France, the struggling freight and passenger ferry operator, is successful. A Paris commercial court is due to decide between the DFDS offer and a rival bid from a workers' cooperative for the subsidiary of French state railway SNCF, which operates four ships between the U.K. and France. **Source: Journal of Commerce**



The **ELLEN ESSBERGER** seen at the Westerscheldt River – **Photo : Walter de Groot ©**

## Dixon icebreaker escorts found bulker to Arkhangelsk

The **Kapitan Kuznetsov**, which was found recently with 11 crew members on board, is now bound for the port of Arkhangelsk escorted by icebreaker **Dixon** (Rosmorport), the regional EMERCOM said. The dry bulk carrier is sailing under her own power. An earlier report said the stricken ship was spotted by the IL-38 maritime patrol aircraft during an hours-long search on 67 degrees 14 min north latitude, 42 degrees 58 min east longitude. The **Dixon** icebreaker of Rosmorport joined today the fleet of vessels engaged in the search operation and arrived at site a few hours ago.

## Fire extinguisher explodes on Indonesian ship, killing 3

Three crew members were killed last week Friday when a fire extinguisher exploded aboard a ship in the Indonesian capital of Jakarta, local media reported. Several others were injured. The incident occurred at the shipyard of **PT Pulau Kuda Laut** in North Jakarta when a fire extinguisher located in the engine room of the **MV Melinium** exploded while a number of crew members were working in the area, the Antara news agency reported. The report said three people, who were identified as Johan, Niko and Eko, were killed as a result of the explosion. Two other crew members who rushed to the engine room to help the victims suffered from smoke poisoning and were taken to Sukmul hospital. "All of a sudden, I heard the loud sound of an explosion coming from the engine room," a crew member told Antara. It was not immediately clear what caused the explosion, and Antara said police detectives had launched an investigation. **Source: BNO**





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The **SPRING PANDA** seen outbound from Rotterdam – Photo : Mark de Bruin ©

## Vroon Offshore Services take delivery of VOS Artemis

**Vroon Offshore Services (VOS)** has taken delivery of a new addition to its offshore fleet in the form of the anchor handler **VOS Artemis**, which was built by Fujian Southeast Shipyard in China. **VOS Artemis** is an A class AHTS and the fourth in a series of six vessels being built for Vroon at the yard. The two remaining vessels are scheduled for delivery in the coming months. Source : Offshore Shipping Online

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The 2022 built **MSC METHONI** ( ex **MSC Viviana** ) seen departing Cape Town – **Photo : Ian Shiffman ©**

## New VLCCs seen running at a loss for 24 months

**Oversupply of ships, prolonged slump in freight rates to blame, says bank**

Very large crude carriers (VLCCs) that start trading this year and next will run at a loss for at least 24 months, as supply of new ships outpaces demand and prolongs a slump in freight rates, Arctic Securities ASA said. Asset values will also decline further, even as the fleet grows at a slower- than-expected pace, the Oslo-based investment bank wrote in a note on Tuesday.

About 50 new VLCCs started trading this year, increasing the fleet by 10 per cent, Arctic wrote. New tankers on order at shipyards comprise about 19 per cent of the existing vessel capacity, according to the bank's estimates.

'We strongly advise against ordering new crude tankers over the next three years as ordering should grind to a halt in order to balance the market,' Erik Nikolai Stavseth, an analyst at Arctic, wrote in the report. 'If one was interested in buying a crude tanker, it could likely be done at a favourable level in the second hand market.'

Twenty-five per cent of all tanker contracts are likely to be cancelled, up from 20 per cent forecast previously, with scrapping of older ships also increasing over the next two years, according to Arctic. Tankers scrapped will advance to 16 million dwt in 2012, from 9.8 million dwt in 2011, Arctic wrote. Scrapping reached 19.7 million dwt in 2010, the highest since at least 2006. The crude tanker fleet will grow 6.3 per cent in 2011 and 3.3 per cent in 2012, lower than a prior forecast for next year of 4.1 per cent growth, according to the report. Arctic estimated that fleet use would be at 81 per cent in 2012, level with this year, increasing to 83 per cent in 2013 and 85 per cent in 2014.

'The oversupply of vessels is 'killing' the chances for a significant rate recovery in 2012,' Mr Stavseth wrote in the report, adding that Arctic sees a 'slight uptick' in 2013 on current assumptions. Demand for crude shipped by sea will reach 41.3 million barrels a day in 2012, from 40.5 million barrels in 2011, according to Arctic, which estimated 2013 seaborne crude trade at 42.7 million barrels a day, and a daily 43.9 million barrels by 2014.

Seaborne imports to the US, the largest destination by country, will fall to 7.3 million barrels a day in 2015 from 8.3 million in 2010, according to the report. Each one million barrel a day decline in total imports from the Middle East Gulf to the US equates to 35 to 40 VLCC cargoes, Arctic calculated. Closings of refineries on the East Coast will contribute to the decline, according to the report. Imports by China, the second-largest destination for seaborne crude after the US, will gain 10 per cent this year, Arctic wrote. They will rise to 5.6 million barrels a day in 2012 and reach 7.5 million barrels in 2015, according to Arctic. **Source : Bloomberg**





The **Magdalena Green** enroute to Singapore seen from the M.V. **Singapore** sailing in the Arafura sea. The **Magdalena Green** is under command of **Capt. P.A. Drent** father of **Ch.off K.Drent** o/b the **Singapore**.

Photo : Kees Drent - M.V. Singapore ©



## NAVY NEWS

### Yantar Shipyard tests INS Teg built for India

Frigate **INS Teg** (stands for "saber") built by Yantar Shipyard in Kaliningrad continued sea trials after replacement of damaged cruising turbine, Rusnavy reports quoting a source in the shipyard. **INS Teg** is the first Project 11356 frigate in the second 3-ship series ordered by Indian Navy; she was laid down at Yantar in July 2007 (serial number 354) and launched in Nov 2009. Mooring trials started in spring 2011, and late in Aug the ship was transferred to Baltiysk for the first phase of shipyard's sea trials.

An accident happened to the frigate's portside cruising turbine in mid-Oct at sea; as a result, trial program was suspended and the ship returned to the shipyard. The damaged turbine was disassembled and replaced with a new one within 2 weeks. When turbine replacement and adjustment works were finished, the frigate returned to Baltiysk to complete sea trials. Prior to that, the ship was tested at degaussing station. Upon arrival to Baltiysk base, **INS Teg** passed mooring trials of replaced turbine and on Nov 5 took the sea again. After the shipyard's sea trials, a new phase will start – testing of onboard armament and gun/missile firing drills. When building three Project 11356 frigates for

Indian Navy, Yantar shipyard failed to meet the contract's deadline. As a result, all three frigates will be delivered with a one-year delay.

According to the \$1.5-bln contract signed in 2006, Russia was supposed to build three Project 11356 Talwar frigates for Indian Navy and deliver them in Apr 2011 ([INS Teg](#)), Oct 2011 ([INS Tarkash](#)), and in Apr 2012 ([INS Trikan](#)). State-led company Rosoboronexport which signed the contract with Indian Navy informed Indian party in Aug 2011 that the deliveries would be delayed. The first ship will be handed over with 12-month delay, the second – with 12-month delay, and third – with 14-month delay.

Breakdown of cruising turbine and its replacement extended the frigate's trial schedule for 2 weeks. It is unclear how it may affect the general delivery date. It was planned to hand over [INS Teg](#) frigate to Indian Navy in spring 2012.

Source : PortNews

## OUESSANT ARRIVED IN MALAYSIA



The 1976 built French submarine [OUESSANT \(S 623\)](#) used for 4 years as training submarine by the [Royal Malaysian Navy](#) arrived at Malacca onboard Jumbo Shipping HLV MV [Fairpartner](#) and discharged to barge at the Malacca anchorage on November 16th - her last voyage at sea before she will be installed in the future [Maritime Museum](#) at Malacca - a transport project fully undertaken by [Jumbo Shipping](#) and [Jumbo Land](#).

Photo's : Borge Fogh - Jumbo Shipping (Singapore) Pte. Ltd ©

## 'North Korea tests anti-ship missiles in West Sea'

North Korea recently test-fired air-to-ship missiles from an aircraft over the West Sea in a show of force ahead of the first anniversary of its deadly shelling of Yeonpyeong Island, a government source said Wednesday. Both South and North Korea have been aggressively building up military forces near the tense maritime border in the West Sea since the two exchanged artillery fire on Nov. 23 last year upon the communist North's shelling of the border island.



Two South Korean Marines and two civilians were killed in the attack, while it remains unclear how much damage the North suffered. "The North Korean military test-fired an anti-ship missile twice from an IL-28 bomber, one in October and the other early this month," a government source said.

He said if loaded with advanced air-to-ship missiles, the IL-28s can pose a grave threat to South Korea's patrol ships and small warships operating near the Northern Limit Line (NLL), the de-facto inter-Korean sea border. Kim Min-seok, a defense ministry spokesman, declined to comment. A military source said that the North carried out a similar test in October 2008 to determine the reliability and accuracy of a modified version of its Styx ground-to-ship missiles with a range of 46 kilometers.

He said the North fired two air-to-surface missiles presumed to be a modification of the Styx. "Pyongyang seems to have succeeded in making improvements from the earlier modified version of the Styx missiles and now it wants to test them prior to using them," the source said. "Given that the cash-strapped North rarely fires actual missiles in military drills due to budget constraints, the latest move can be construed as a test of an upgraded or new weapon."

South Korean destroyers of 5,000 tons (KDX-II-class) or above are equipped with a range of defenses that can counter the North's air-to-ship missiles. However, smaller warships or patrol boats remain highly vulnerable as they are often equipped only with decoy flares, an aerial countermeasure to deal with a heat seeking missiles. The South's indigenous portable anti-aircraft Chiron missile and Chunma, a guided ground-to-air missile, are also capable of responding to the North's aging IL-28 bombers. Experts say Chiron and Chunma are effective against aircraft up to 7 and 20 kilometers away, respectively. Sources say the military recently deployed the latter to the border islands of Yeonpyeong and Baengnyeong. Source : koreatimes

## Northern fleet to get large rescue vessel

14 years after the disaster with the [Kursk](#) submarine in the Barents Sea, the Russian navy will finally get a modern rescue ship.

In August 2000 the world watched the horror when lack of rescue equipment ebbed away the last chances of survival for the 118 submariners onboard the sunken [Kursk](#) submarine. Moscow was heavily criticized after the failed rescue operation in the Barents Sea outside the Kola Peninsula.

Russian Prime Minister Vladimir Putin likely had the Kursk disaster in mind when he in Severodvinsk last week overviewed the signing of the contract for payment to the construction of new naval rescue vessel. Drawing of the new rescue vessel to be operated by Russia's Northern fleet in Arctic waters. Construction of the vessel "[Igor Belousov](#)" started at the Admiralty shipyard outside St. Petersburg in 2005. The construction period was supposed to be less than four years, but due to problems with sub-suppliers delays occurred. After the final price-tag for the vessel

now is agreed the progress will speed up.

The rescue vessel will be put on water in 2012 and handed over to the navy in 2014, reports Itar-Tass, quoting Chief Engineer at the Admiralty shipyard, Andrey Veselov. The magazine Korabley writes that the vessel will belong to the Northern fleet, the largest of the four Russian navies. Onboard, there will be mini-submarines that can dive to 700 metres. These mini-submarines will have the ability to dock to any type of submarine. NATO and Russia



have over the latest years cooperated on joint exercises simulating rescue of submarines. The first submarine rescue exercise took place in the waters outside southern Norway in 2008. Source : [BarentsObserver](#)

## SHIPYARD NEWS



### Leerling Proces Operators

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Above seen Masumoto Shipping's 10,379 Dwt Refrigerated Cargo Ship "IVORY GIRL" (145 x 24 m) on her 3rd. Special Survey in Cernaual Shipyard Algeciras. - [Photo : Cernaual Shipyard](#) ©

## Warship valves go missing from Vizag

In a major security breach, a total of 83 pipe valves used in the warships went missing from the high-security naval dockyard here. Though the theft in the dockyard took place one-and-a-half months ago, it came to light only recently, as local police and the naval authorities are examining the possibilities of the modus operandi of the accused. So far, not much headway has been made. Out of the 130 valves, 83 had gone missing. "The cost of the material could be below Rs1 crore, but the security breach in a defence establishment is a major cause for worry," an official quoting an intelligence report sent to the higher-ups in Delhi said. Intelligence cops are perusing records and have launched an investigation. Sources said the missing valves case is being probed by the Malkapuram police and the naval internal committee. Insiders said the stolen valves were made of top quality brass and weigh 25 kg each.

"They were imported. The culprits might be from the shipping industry and may have sold them in the open market after melting the brass material," sources said. The brass valves could have been shifted from the naval dockyard with the active collusion of the security personnel, sources said. But it remains a mystery as to how the accused hoodwinked their way out, since there are surveillance cameras at all the security gates and a round-the-clock vigil is maintained by the security personnel in the highly protected area. "The theft might have happened over a period of time as shifting the valves is not an easy task," insiders said. Sources have also not ruled out the possibility of the valves shifted by tippers, as earth removal work was going on for some time.



The authorities left the valves open at the submarine auxiliary department in the naval dockyard and some persons might have taken advantage of this security breach, they said. "If any there is any irregularity or disappearance of materials in the defence establishments, the authorities immediately alert CBI. But since it seems to be an insider job, the authorities are going all out to hush up the matter," the official, quoting the intelligence report, said. In fact, any theft or disappearance of any material should immediately be brought to the notice of the naval headquarters in Delhi and the defence ministry. "But the authorities have not informed them so far," sources said. Even the Malkapuram police are tight-lipped over the incident. **Source : indiatimes**

## Shin Kurushima inks chip carrier

**Hachiuma Steamship** of Japan recently placed one newbuilding chip carrier at **Shin Kurushima Dockyard**. The ship is to be delivered by October 2013 and operate in chip transportation for the Japanese paper manufacturer. Hachiuma, operating a total of eight chip carriers, gave a new order after the last newbuilding chip carrier in 2007. The standard chip carrier is 50,000-dwt panamax, however, recent demand from paper makers scale up to 60,000-dwt over-panamax. Meanwhile, recently booked chip carrier from Hachiuma is around 35,000-dwt. **Source: Asiasis**

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## Pella Shipyard nine-month net income soars over 3 times

Net income of JSC **Leningrad Shipyard Pella** according to Russian Accounting Standards (RAS) for 9 months of 2011 jumped by more than threefold year-on-year, to RUB 339,095,000, the company's financial statement said. Pella's revenue for the period grew by nearly 3 times from a year earlier, to RUB 2,487,849.

JSC Pella Shipyard based in Russia's Leningrad region was founded in 1950. In 1992 Pella was privatized as Pella Holding Co. comprising the head office and several subsidiaries. The shipbuilding firm specializes in building harbor tugs with rated power of 1,000-5,000hp, pusher tugs, escort tugs, pilot boats and rescue boats for Russian and foreign customers. **Source : PortNews**

## SBMA stresses safety in shipyards

The Subic Bay Metropolitan Authority (SBMA) has stressed the importance of safety for companies in the maritime and shipbuilding sector in the free port. SBMA director Norberto Sosa, a marine and terminal operations expert, stressed that local firms should exert extra efforts to keep the industry safe and help erase the image as a disaster-prone country.

—We are being known for maritime disasters. I do not want that to continue. There should be visible management commitment to safety, he told representatives of maritime firms here. "There are lessons to be learned in recent accidents in the shipbuilding industry, particularly the tragedy that struck the Keppel shipyard in Subic, Zambales, he said. Sosa also emphasized that business locators in the Subic Bay Freeport should place safety on equal footing with business objectives. A committee has been organized by the SBMA to conduct safety inspections of the different shipyards and drydocks in the free port. Director Wilfredo Pineda has assured locators that SBMA has done its part in

enforcing safety practices, as the Subic Bay Freeport now hosts several shipbuilding and repair companies, including Hanjin Heavy Industries, Co., Ltd., the fourth largest shipbuilder in the world. **Source: Manila Bulletin**

## Kawasaki inks offshore propellers

Kawasaki Heavy Industries of Japan inked orders for controllable pitch propeller, to be equipped in a total of seven vessels, five from Samsung Heavy Industries of South Korea and two for STX Offshore & Shipbuilding. These shuttle tankers, with delivery in 2012-2013, are to be operated in Brazilian offshore project, delivering petroleum from off-shore FPSO to on-land petroleum refinery. Kawasaki's propeller is able to control pitch according to specific load and marine conditions, maximizing engine performance. Two sets of one controllable pitch propeller, two azimuth thrusters and three side thrusters are ordered to be applied in two shuttle tankers built from STX. The Samsung-built tankers are to equip one controllable pitch propeller and azimuth thruster, respectively. **Source: Asiasis**

## STX lands supersized order

STX Offshore & Shipbuilding has landed a contract upgrade which will see it build its largest ever containerships. Seoul-listed STX says it will construct up to six 16,000-teu boxships for a European owner it declines to name. The ships, two firm with four options, replace a 13,000-teu quartet presently on order as the yard, a statement explains. Delivery of the vessels, which will cost \$1.6bn if all see the light of day, will take place from 2014. While STX does not identify the buyer, Ofer-owned Zodiac Maritime appears to be the only European company with sufficient 13,000-teu boxships on order at STX. Those vessels, set for delivery in 2012 and 2013, were penned in late 2010 as part of a \$1.4bn contract for up to 10 vessels. **Source: Tradewinds**

## Zodiac places stellar order at STX

South Korea's **STX Offshore & Shipbuilding** has bagged a new order for 2 4 16,000 teu boxships from a European shipping company, believed to be **Zodiac Marine**. On top of that Zodiac upgraded an order placed last year for up to ten 13,000 teu ships to a newly enlarged 16,000 teu series. STX said the price would be \$160m per ship, compared with the original cost of \$140m for the 13,000 teu vessels. The whole deal, including order upgrade, comes in at \$1.6bn. The ships will be built at STX's Jinhae yard in Korea and measure 399m in length, making the design the second largest on the market after Maersk and DSME's 18,000 teu series. The news is a welcome fillip for STX, the world's fourth largest builder, which has not been able to keep up this year with the big three in Korea who have snared billions of dollars of offshore and LNG contracts. **Source : Seatrade Asia**

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## Vroon orders standby vessels

Dutch Shipowner Vroon has placed an order for six standby safety vessels at China's yard Nanjing East Star. The 50m-long ships have been contracted for operation in the North Sea and will be classed by American Bureau of Shipping. Delivery is expected during 2012 and 2013. Propulsion will be provided by two Caterpillar 3508C main engines rated at 820kw each for a service speed of 10kt, with accommodation being provided for 22 crew. **Source: Fairplay,**

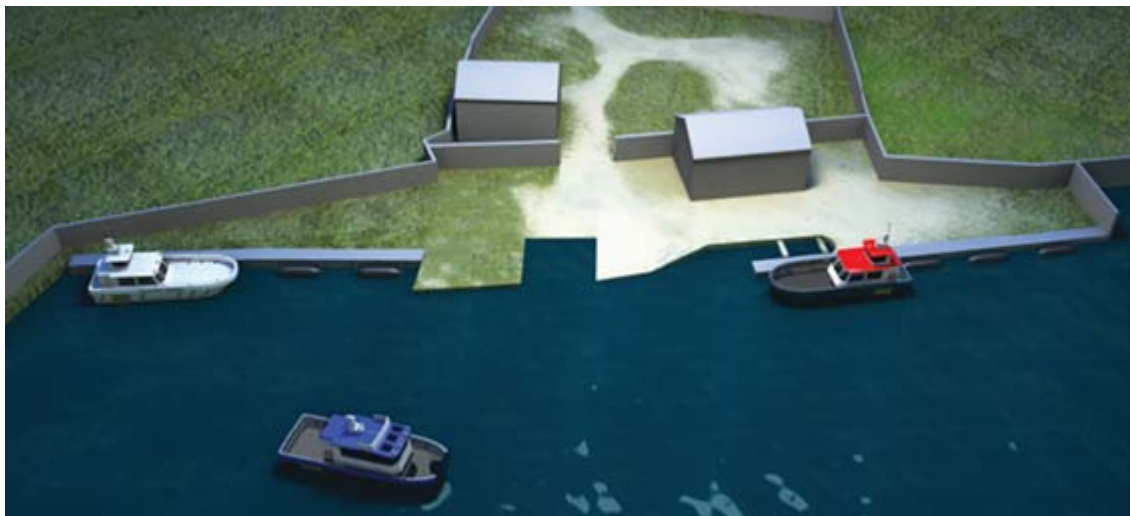




The THSD **LEIV EIRIKSSON** seen departing from Zhou Shan city, Zhe Jiang province, (China) after some repairs

Photo : gaoyuanmin ©

## Fendercare Marine to further expand support for offshore renewable energy projects through investment in Great Yarmouth facilities



Following the successful launch of its first Renewable Energy Support Base (RESB) in Lyness, Orkney in 2010 to support leading wave and tidal developers, Fendercare Marine, a member of James Fisher & Sons plc, today announces its commitment to open a second offshore marine energy O&M facility in Great Yarmouth in early 2012.

This new facility will provide an extensive range of support services & equipment to the expanding offshore wind industry and associated supply chain in the area. With a large set down & storage area, quay side frontage & office facilities, this investment will compliment the broad range of products & services that Fendercare and other members of James Fisher & Sons plc can provide to the renewables industry. "Many companies with vessels in the Southern North Sea are finding it difficult to locate suitable facilities to carry out both scheduled and emergency maintenance" explains Tim Smith, Fendercare's Renewables Sales Manager "In some cases owners and operators are being forced to return their vessels to mainland Europe to complete these service requirements, resulting in reduced operational efficiency and project over-runs. This is a situation that can only be exacerbated with the significant increase in vessels anticipated to service O&M requirements of existing installations, round 2 extensions and new round 3 projects. The investment in a second base with over 4,000 m2 of space in Yarmouth will provide a number of core

services including: full mobilisation & de-mobilisation facilities (craneage up to 100T); maintenance & repair facilities; storage; fully equipped project management offices; as well as bunkering and fuelling services."

This significant investment further underlines the commitment of Fendercare and James Fisher & Sons plc to the UK's offshore renewables industry and in particular installations in the Southern North Sea.

"This base is part of Fendercare's overall strategy to becoming more involved in the energy industry worldwide," commented Eric Plane, Managing Director of Fendercare, "both in terms of the oil & gas industries as well as renewables. The facility will enable us to do what we do best: provide an excellent reliable service & it will act as a conduit to bring other James Fisher group companies services to the Southern North Sea area."

James Fisher & Sons Ltd is a leading provider of marine services with extensive experience in the marine & offshore industries worldwide "The investment by Fendercare in this second facility gives us further opportunities to leverage the resources and capabilities of other group companies" commented Jim Hey, Group Business Development Director "Our presence in the renewables sector is expected to increase significantly through the ability of the group to deliver high value solutions to meet the needs of our customers. The specialist skills we possess in remote structural monitoring capability, mooring systems, cable installation, off-shore & sub-sea operations, personnel solutions, and marine services are successfully being applied in a number of development, deployment and O&M projects."

## **Sliding davits offer Arctic MOB and Fast Rescue Craft boat solutions**



Norway-based boat handling system and specialised davit supplier Vestdavit has developed a sliding davit solution which permits easy handling and maintenance of rescue craft in Arctic conditions. Vestdavit's PLR-3600 MOB/FRC davit is DNV and ABS approved for work in -40 degree C and can handle MOB boats and Fast Rescue Craft safely in Arctic conditions. "As the Arctic opens up to shipping and oil exploration, there is more and more need for the specialised vessels which can operate in those conditions," says Atle Kalve, development manager, Vestdavit. "We have already designed and supplied Arctic-capable davits for ice breaker operators, and now increasingly for US offshore firms

operating in Alaska. But the weather in which vessels operating in the Arctic regions want to maintain operations calls for new ways to store, launch and recover boats in extreme conditions of sea state and low temperatures. We are responding to the market needs with the sliding PLR-3600 davit. The alcove protection allows maintenance of the craft and davit protected from the weather and ensures it is ready when needed. The davit system slides aft clear of the alcove then launches the boat using our proven davit systems in an extreme winterised version." The PLR-3600 Arctic davit is built from specialised steel and all moving parts have special seals, all tested, approved and certified for operations to 40 degrees C below zero. The Hydraulic Power Unit and hydraulic system is special built for this type of operations, including use of special hydraulic fluid for Arctic operations. The davit has built-in shock absorbing and is wave compensated to allow ease of use in high seas. The whole unit is housed in a protected alcove or enclosed garage. Maintenance intervals are also lengthened to avoid the need for routine work on the davits while in very cold weather. Vestdavit also designs and supplies Arctic-capable davits able to handle 30 tonne boats and can integrate these with the ship's garage and stern launch boat handling systems for extreme conditions.





The **CAP JERVIS** seen in Rio Grande – Photo : Marcelo Vieira ©

## NOL four-week revenue off 18pc despite 13pc box volume increase

SINGAPORE's Neptune Orient Lines (NOL), the parent company of container shipping line APL, reports an 18 per cent year-on-year decline between September 24 and October 21 to US\$2,402 per FEU against \$2,916 per FEU in the same period of 2010. But year-on-year volume increased 13 per cent to 241,000 FEU in the same period, reflecting that the gain in volume growth could not offset the loss caused by decline in freight rates.

Said a NOL statement: "The increase in volume was mainly due to higher volumes carried on the intra-Asia trade lane. The decline in average revenue per FEU was mainly due to lower rates in the major trade lanes."

Year to date, the average revenue fell nine per cent to \$2,544 from \$2,811 a year ago, while volume was up eight per cent year on year to 2,396,600 FEU. Citi Research analyst Rigan Wong was cited by London's International Freightling Weekly as saying that NOL's volumes were up five per cent month on month, but rates were down four per cent in the same period.

"[That] implied revenue was one per cent higher than [last month], but 2.2 per cent below the third quarter 2011 monthly average," said Mr Wong, adding that "weak profitability from third quarter 2011 has persisted into October."

At the end of October, NOL posted an \$81 million loss, causing its net loss to deteriorate to an estimated \$158 million at the year-end. In the third quarter of 2010, the carrier earned a net profit of \$282 million. Commenting on carriers' endeavours to raise rate over the past few months, Mr Wong told Lloyd's List that those efforts have failed.

He said transpacific carriers tried to increase rates by \$400 per FEU in August, but the actual amount of increase was only \$180 per FEU due to low peak season demand. Also, the similar move to raise Asia-Europe rates by \$200 per FEU was unsuccessful owing to competitive pricing.

 <p><b>M3 MARINE GROUP</b> www.m3marine.com.sg</p>	<p><b>One of Asia's largest independent offshore shipbroking and marine consultancy groups</b></p>  <table border="0"> <tr> <td> <ul style="list-style-type: none"> <li>• Chartering</li> <li>• Sales &amp; Purchase</li> <li>• Market Research</li> <li>• Vessel Valuations</li> <li>• Project Analysis</li> <li>• Expert Witness</li> </ul> </td> <td> <ul style="list-style-type: none"> <li>• FMEA Authoring &amp; Auditing</li> <li>• DP Consultancy / Annual DP Trials</li> <li>• IMCA CMID Auditing</li> <li>• Pre-Purchase Survey Inspection</li> <li>• Professional Placements</li> <li>• Technical / Commercial Due Diligence</li> </ul> </td> </tr> </table> <p>Professionals who add Technical and Commercial Competence to your Offshore Marine vessel needs</p>	<ul style="list-style-type: none"> <li>• Chartering</li> <li>• Sales &amp; Purchase</li> <li>• Market Research</li> <li>• Vessel Valuations</li> <li>• Project Analysis</li> <li>• Expert Witness</li> </ul>	<ul style="list-style-type: none"> <li>• FMEA Authoring &amp; Auditing</li> <li>• DP Consultancy / Annual DP Trials</li> <li>• IMCA CMID Auditing</li> <li>• Pre-Purchase Survey Inspection</li> <li>• Professional Placements</li> <li>• Technical / Commercial Due Diligence</li> </ul>
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The **LEWEK LYNX** seen outbound in the Singi Fairway (Singapore) yesterday evening – Photo : Piet Sinke ©

## Great Eastern Shipping likely to sell older ships

Great Eastern Shipping Co. Ltd, India's biggest private ocean carrier, said it may consider selling more older ships on its fleet after second-quarter profit plunged 84% from a year earlier as excess supply of vessels crimped rents, Live Mint reports. "We would be happy to sell older ships, where the cost of holding on to them is pretty high in terms of the higher cost to be incurred on maintenance," G. Shivakumar, chief financial officer of Great Eastern, told analysts on Monday in a conference call. He, however, said that it was not a good time to sell younger ships because of depressed asset values.

Great Eastern's net profit, including that at its units, fell to Rs.27.31 crore in the three months ended 30 September from Rs.168.65 crore a year earlier, the company said in a statement. Revenue rose 3.3% to Rs.678.76 crore. "Freight rates have been affected by the over supply of ships rather than lack of demand," said Nikhil Jain, an assistant research manager at Drewry Maritime Services Pvt. Ltd. "It's going to take some time to get the balance right for demand and supply. We expect the rates to hover at this level for at least next six months." The company said profit was also hit by depreciation of the rupee against the dollar. The company, including its units, reported a foreign exchange loss of Rs.20.42 crore in the September quarter compared with a loss of Rs.4.6 crore in the year earlier.

Great Eastern currently owns a fleet of 35 ships including 25 tankers and 10 dry bulk carriers while its offshore oilfield services unit Greatship (India) Ltd owns 19 offshore assets.

The company sold seven vessels, including six tankers and one dry bulk carrier, in the year ended 31 March for dismantling. Since April this year, it has sold two more tankers for scrapping. In addition, it has committed to sell the three oil supertankers it had ordered from South Korea's Hyundai Heavy Industries Co. Ltd. The firm had to take an impairment hit of about Rs.85.70 crore in the last fiscal year as the agreed selling price was lower than the contracted purchase price. Shivakumar said that a turnaround in the shipping industry would depend largely on dismantling of younger ships for scrap. "If the bad rates continue for another year or so, it will lead to a wholesale scrapping of sub-20-year-old oil tankers and bulk carriers. This will reduce the structural oversupply in the market and lead to a turnaround," he said.

Last week, Greatship Global Offshore Services Pte Ltd, the Singapore unit of Greatship (India) Ltd, said it had cancelled the shipbuilding contract with Mazagon Dock Ltd for one of the two multipurpose support vessels used in offshore oil drilling operations after the state-run shipbuilder slipped on the delivery schedule. Mazagon Dock will refund the advance paid by Great Eastern for the construction of the ship. Great Eastern declined to disclose the amount it will get as a refund.

The two ships were ordered in 2007 and were slated for delivery in 2010. "We thought it was better to cancel the contract as we were not able to ascertain whether the ships would be delivered within a reasonable time-frame,"



Shivakumar said, adding that Great Eastern was working with Mazagon Dock to get a fix on the delivery date for the second vessel.

"We expect a lot more stress in the shipping market in the coming months," Shivakumar said. On Monday, Great Eastern Shipping stock fell 2.6% to end trading at Rs.223 on the Bombay Stock Exchange, while the benchmark Sensex dropped 0.43%. **Source : PortNews**



The **ASIAN MAJESTY** seen at the Westerscheldt River – **Photo : Walter de Groot ©**

## **MSC ups rates from Far East to North America, Caribbean, Central America**

GENEVA's Mediterranean Shipping Company (MSC) has announced a general rate increase (GRI) for services from Far East and southeast Asia to the US and Puerto Rico from January 1.

Rates will increase US\$320 per TEU, \$400 per FEU and \$450 per 40-foot high cube. Rates from the Far East to the Caribbean, Central America, Colombian ports of Cartagena and Santa Marta, and to Venezuela will increase \$560 per TEU, \$800 per FEU and 40-foot high cube from December 15. **Source : Schednet**



The **KOTA HAPAS** seen approaching the Pasir Panjang Container terminal yesterday – **Photo : Piet Sinke ©**

## MARITIME ARTIST CORNER



Watercolor from [Hans Breeman](#) made in 2001 of a nice shaped Tug from [International Transport Contractors \(ITC\)](#), mv [Sable Cape](#). Total Horse Power 9000 bhp, max speed 13,7 knots, 1524 grt, Bollard pull: 110 tons.  
[www.hansbreeman.nl](http://www.hansbreeman.nl)

## OLDIE – FROM THE SHOEBOX



Above seen the [Rönnskär](#) a Svea-liner from Stockholm (Sweden) .The photo is taken in the Falsterbo canal in southern Sweden during WW2 – Photo : coll. [Lars Åke Bengtsson](#)



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



The **FPSO OSX-1 mooring buoy** seen being discharged in Rio de Janeiro. **Happy Dover** discharged the buoy with a height of approximately 17 meters, diameter of 14 meters and weighing over 700 tons by her own cranes.

**Photo : Crew Happy Dover ©**

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