



Number 323 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Saturday 19-11-2011**

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



Above seen the 2010 built PAN flag offshore support vessel MERMAID ENDURER offshore Malta on Thursday 17th November, 2011 during sea trials.

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com (c)

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





NavCom
INSPECTION & CONSULTANCY B.V.

The Independent Radio Surveyors

Your reliable specialist for
Navigation and Communication Surveys
throughout the Netherlands

NavCom Inspection & Consultancy B.V.
Trawlerkade 34a
1976 CB Umuiden
The Netherlands
Tel. +31 255 525696/+31 653 911125 24h
Fax +31 (0)255 515891
E-Mail: info@navcom.org
Web: www.navcom.org

Approved by:

LR BV GL DNV



The **MAERSK KATARINA** seen enroute Amsterdam – Photo : Marcel Coster ©

Acquisition strongly boosts RINA offshore and port development services

By taking control of the **D'Appolonia Group**, a global engineering consultancy, international classification society RINA has increased its group turnover by almost 50 per cent and significantly strengthened its expertise and range of services in the offshore and port development fields. Says Ugo Salerno, CEO, RINA, "By bringing the D'Appolonia

Group's 580 multidisciplinary staff and Euro87m turnover into RINA we have made a quantum jump in size and capability. We bring a lot of new skills and services into RINA, especially in the environmental fields, and we significantly strengthen our teams working on offshore energy and port development projects." In the offshore energy field D'Appolonia has key skills in site engineering, geophysical surveys and investigations, seismic hazard evaluation, coastal engineering, environmental impact assessment, HSE, layout and geotechnical engineering, training, commissioning and maintenance engineering. It has played key roles in recent on and offshore LNG projects including the Esso Highlands Papua New Guinea project, the Dunkerque LNG Terminal for Technint and several projects in Italy, Libya and Indonesia. In the port development field D'Appolonia has developed feasibility studies and designs for the Russian ports of Sochi and Taman, Beira in Mozambique, Ain El Ghazalah in Libya, and in Italy Gaeta, Manfredonia and specific detailed engineering and supervision for ports such as Gioia Tauro and the Genoa Cruise terminal. Salerno says, "D'Appolonia's expertise in construction, brownfield site recovery and materials handling especially complement our existing marine expertise. Together we can add a strong global dimension to RINA's services, able to bring together marine and engineering knowledge with respect for the environment and deliver port and offshore projects safely and cleanly." **Source : RINA**



Another new tanker, the September 1st, 2011 commissioned **VALOROUS QUEEN** seen enroute Rotterdam

Photo : Henk van der Heijden ©



Rotor®tug (KST bv.)

Boompjeskade 123 3011 XE Rotterdam

The Netherlands

+31 (0)10 201 0040

www.rotortug.com email: info@rotortug.com

**ROTOR
TUG**
ALL-ROUND PULLING & PUSHING

Second major Chinese firm fails to pay ship owners

A second major Chinese shipping firm has halted payments to foreign ship owners because of the severe downturn in the freight market, further straining China's relationship within the global maritime community. Dry bulk firm Golden Ocean has not received payment from Grand China Logistics, a unit of HNA Group, for the use of two of its ships for months, a company executive said on Thursday. "It's not just us. It's a number of others which are not being paid and this has been going on for some time," said Anders Zorn, head of Golden Ocean's Singapore office. A Grand China Logistics official said it was common for businesses to delay payments in a difficult market. "It's normal that businesses owe each other money from time to time," said the company official who declined to be identified. "During tough times like this, shipowners are facing a tough market and much pressure on cash flow, so they are more pressured to get payments in time." **Source: Reuters**

Koninklijke Nederlandse Vereniging van Technici op Scheepvaartgebied

Lezing de komende week

Afdeling:	Rotterdam
Datum:	Donderdag 24 november 2011
Onderwerp:	Kapseizen van de “ Waldhof” en consequenties voor de binnenvaart op de Rijn
Spreeker:	de heer M. (Martin) van Dijk, voorzitter van Koninklijke Schuttevaer-Internationaal

De Duitse zwavelzuurtanker "**WALDHOF**" kapseisde op 13 januari 2011 op de Rijn in een sterk stromende rivier nabij de Loreley. De tanker dreef ca. 1.200 meter stroomafwaarts onderste boven en liep beneden de Loreleyhaven aan de grond.



Photo : Cor Wolthuis – Mariflex ©

Het schip lag op haar bakboordzijde en met het voorschip gedeeltelijk in de vaargeul. Tijdens dit tragisch ongeval verdronken twee bemanningsleden. Na de berging op 14 februari 2011 werd een man in de verblijven gevonden en is nog steeds het overige bemanningslid vermist. De berging was een complexe zaak voor Mammoet in verband met de ontstane gevaarlijke waterstof in de tanks. De Rijnvaart was zowel opvarend en afvarend gestremd. Na stabilisatie van het wrak en analyse van de lading kwam eerst de opvaart langzaam op gang en later de afvaart. Gedurende de hele bergingsperiode hebben ca. 800 schepen het wrak gepasseerd.

Locatie:	Deltahotel, Maasboulevard 15, Vlaardingen
Aanvang lezing:	19:45 uur
Aanvang aperitief:	17:30 uur
Aanvang diner:	18:30

- ☛ Opgave maaltijd uiterlijk dinsdag voorafgaand aan de lezing voor 12:00 uur,
- ☛ per e-mail: aanmelden@knvts.nl of
- ☛ per post.

Bijdrage kosten maaltijd: leden KNVTS Euro 10,-, niet-leden Euro 20,-

Voor uitsluitend de lezing hoeft u zich niet aan te melden.

Fairmount Glacier successfully assisted rig Scarabeo 9



Fairmount Marine's powerful tug **Fairmount Glacier** has successfully assisted the new build semi submersible drilling rig **Scarabeo 9** sailing around Cape of Good Hope. For this operation Fairmount was contracted by Saipem Energies directly after the successful installation of the floating, production, storage and offloading unit Usan offshore Nigeria.

Fairmount Glacier was contracted to sail towards a rendez-vous location offshore South Africa where she met with **Scarabeo 9** and escorted her safely around the Cape of Good Hope. Despite the bad weather encountered during the route, the convoy proceeded at an average speed of 4.5 to 5.0 knots.

The semi submersible drilling rig **Scarabeo 9** has a length of 115 metres, is 80 metres wide and her depth – from keel to main deck - is 35 metres. After they had safely cleared the South African Coast, the Master of **Scarabeo 9**

thanked **Fairmount Glacier** for her continued support throughout the voyage. The **Fairmount Glacier** returned to Cape Town.



OPA 90 - Salvage and Marine Firefighting




AMERICAS HEADQUARTERS:
11311 Neeshaw Drive, Houston, TX 77065
Office: +1 281 897 1500

SOUTH EAST ASIA HEADQUARTERS:
No.1 Tuas Ave., Singapore 638832
Office: +65 6591 5288

24 Hour Response: +1 713 534 0700

Visit ttbisso.com or email info@ttbisso.com

The Complete OPA 90 Salvor



" **ATHENA** " is built as the Stockholm, for Swedish-America Line in 1948, in 1956, on her way to New York, collided and sank the Italia Line flagship, **ANDREA DORIA**. In 1960 was renamed, **VOLKERFREUNDSCHAFT**. In 1985 was sold again and renamed, **VOLKER**. In 1986 became the **FRIDTJOF NANSEN**. In 1989 was acquired by Star Lauro and intended to rename her **SURRENTO**. Renamed **ITALIA 1**, and then became **ITALIA PRIMA**, and as **Valtur Prima**. In 2003 was chartered by Festival Cruises and renamed **Caribe**. In 2004 was renamed **ATHENA** by Classic International Cruises. Above the classic liner is seen arriving early morning on the 18-11-2011, at Valletta Cruise Port.

Photo : Gejtu Spiteri ©

Substandard ships to be banned from GCC

The Port State Control (PSC) authorities of six GCC states, including the Sultanate, which come under the Riyadh Memorandum of Understanding (R-MoU), have taken initiatives to prevent substandard vessels from visiting their ports. "Our aim is to ensure effective PSC regime in the R-MoU region, through cooperation and harmonisation of PSC activities to eliminate substandard shipping. This is necessary to promote maritime safety, protect marine environment and safeguard working and living conditions on board," said Hamoud S. Al Maskry, Director of the Secretariat and Information Centre of the Riyadh MoU. He was speaking to Oman Tribune on the sidelines of a two-day training programme for port state control officers (PSCOs) of member countries of the Gulf region on ship hull inspection and ways to handle damages. "Regular inspections are carried out by marine inspectors to ensure that cargo, passenger ships and ships carrying livestock are seaworthy and comply with international conventions and the national regulations of member authorities. Efforts are taken to prevent substandard vessels from visiting ports," he said. "The MoU is to achieve safe, secure and efficient shipping in the maritime jurisdictions in the Gulf region. It is one of several regional pacts on PSC signed by maritime authorities under the auspices of the International Maritime Organisation," he said.

Al Maskry said the training programme, organised by the Riyadh MoU on PSC in association with Lloyds Register at Rotana Hotel, is being attended by 18 PSCOs from Gulf states. "We want to update PSC officers with the latest resolutions and techniques on safety of ships," Al Maskry said. "Various programmes are being planned in 2012." The

Riyadh MoU on PSC in the Gulf Region was set up by Bahrain, Kuwait, Oman, Qatar, Saudi Arabia and UAE in 2004. Iran, Iraq and Yemen will join soon, he added. **Source: Oman Tribune**



The **MELODIA** seen moored in Rotterdam-Caland canal – **Photo : Frits Janse ©**

Record long Arctic navigation season



When the oil-tanker “**Perseverance**” sailed through the Bering Strait it marked the end of the longest Northern Sea Route season ever. The Northern Sea Route on the top of the globe is much shorter than sailing around Africa or Suez.

Sailing season along the entire Arctic coast of Siberia became one month longer than the 2010 season. Shipping companies take advantage of the shrinking ice cap as global warming speeds up.

The Belgium owned “**Perseverance**” opened the sailing season when it left Murmansk on June 29th and sailed the Northern Sea Route (NSR) towards China. The tanker also became the vessel to end this year’s season, when it today sailed into the Pacific Ocean loaded with 60.000 tons of stable gas condensate for Russia’s private oil company NOVATEK, reports OilCapital.ru. The tanker was escorted by a nuclear powered icebreaker from Murmansk. During the five months sailing season this year, nine large tankers with a total of 600.000 tons of gas condensate from NOVATEK have sailed the Northern Sea Route. That is more than eight times more oil than during the 2010 season.

In addition, several other tankers have sailed the route, including vessels from Sovkomflot and Murmansk Shipping Company. In August, the first ever Suexmaz tanker, the “**Vladimir Tikhonov**” sailed the Arctic route in transit from Honningsvåg in northern Norway to Thailand. The super-tanker was loaded with 120.000 tons of gas condensate.

The reason why larger oil tankers could sail the Northern Sea Route this season is because the waters north of the North Siberian Islands have been without pack-ice. Here, the waters are deeper than closer to the coast and vessels with deeper draught can sail.

Most of the oil that has been shipped along the Northern Sea Route this season comes from Murmansk. Oil is transported to the port of Murmansk by railway from western Siberia or smaller tankers from Varandei or Vitino oil terminals in the Russian north. NOVATEK is currently developing the Yamal LNG project and says larger LNG tankers from Yamal will use the Northern Sea Route for gas export to the markets in the Asian-Pacific region. In addition to oil and gas, the general cargo transport along the Northern Sea Route is expected to skyrocket in the summer season in the course of the next decade. BarentsObserver reported earlier this summer that Russia's Ministry of Transport believes cargo transport through the NSR will increase from 1,8 million tons in 2010 to 64 million tons by 2020. **Source :** BarentsObserver.

Need Cheap & Secure Lay-up?

In our protected, private harbour just outside of Rotterdam, we offer premium and secure lay-up facilities for seagoing vessels, barges and pontoons as well as extensive services to manned or unmanned vessels in lay-up, all against affordable prices. Dutch Harbour is suitable for vessels up to 200 m in length and with a draft up to 5.50 m, while its 700 m floating jetties safeguard against any tidal influences. The harbour entrance is closed off by a floating security barrier and the surrounding harbour terrain is accessible only to owners and crew. Harbour access is monitored 24h by security cameras.

For additional information and rates, please contact

Dutch Harbour Lay-up Services

Harbour G950 • Griendweg 14, 's Gravendeel

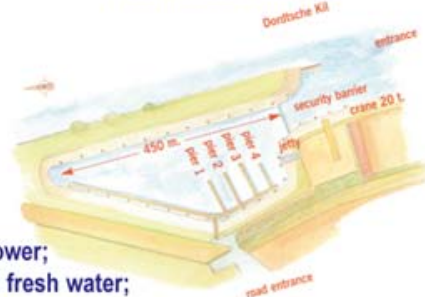
T: 085-8779114 • F: 085-8779115

E: info@dutchharbour.nl • W: www.dutchharbour.nl



Facilities:

- Closed, private harbour;
- Secure mooring & safe access;
- Camera surveillance;
- Free domestic garbage disposal;
- Free wireless internet.



Optional Services:

- 380V/220V shore power;
- Supply of MDO and fresh water;
- Crane services;
- Various alarm systems for cold lay-up.



The **CELEBRITY CONSTELLATION** seen arriving in Malta 18-11-2011 – **Photo : Mario Schembri ©**

ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?
PLEASE VISIT THE WEBSITE :
WWW.MAASMONDMARITIME.COM
AND REGISTER FOR FREE !

General Maritime files for Chapter 11 protection

Tanker operator **General Maritime Corporation** says it has filed for relief under Chapter 11 of the United States Bankruptcy Code in the U.S. Bankruptcy Court for the Southern District of New York. Substantially all of the company's subsidiaries – with the exception of those in Portugal, Russia and Singapore as well as certain inactive subsidiaries– have also commenced Chapter 11 cases.

The company says the bankruptcy filing is necessary to implement a restructuring agreement reached with its key senior lenders, including its bank group, led by Nordea Bank Finland plc, New York Branch as administrative agent, as well as affiliates of Oaktree Capital Management, L.P.

General Maritime says the restructuring agreement and related equity commitment letter have the support of over two thirds of the company's obligations from its banks and Oaktree. Under terms of the agreements, Oaktree will provide a \$175 million new equity investment in General Maritime and convert its prepetition secured debt to equity. Under the terms of the agreement, General Maritime expects to substantially reduce its funded indebtedness and enhance its liquidity profile. It says that operations are expected to continue without interruption.

In conjunction with the filing, General Maritime has received a commitment for up to \$100 million in new debtor-in-possession (DIP) financing from a group of lenders led by Nordea as administrative agent. The initial amount of the DIP is \$75 million, however, the credit facility contemplates that, if needed, the company will have access to another \$25 million of future financing, subject to the applicable lenders' agreement, certain other conditions and further order of the Bankruptcy Court. **Source : MarineLog**



Cairns pilotboat **Tribulation** on it's way back to port after delivering a pilot to **Willem de Vlamingh**,
Photo : Bjorn de Groot ©

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.



Wire Ropes • Towing, Lifting and Hoisting Equipment • Consulting
Nijverheidsweg 21 - 3161 GJ Rhoon - Tel. +31-(0)10-5018000

VLIERODAM B.V. - THE NETHERLANDS – www.vlierodam.nl



The **KOTA PUSAKA** seen arriving at the Pasir Panjang Terminal in Singapore – Photo : Piet Sinke ©

Shipping Ministry closely monitoring piracy incidents

Union Minister of Shipping G.K. Vasan today said his ministry is closely monitoring incidents of piracy through the Director General of Shipping, in close coordination with the Navy, Defence and External Affairs ministries.

Addressing the international seminar on "Towards Sustainable Shipping" organised by Institute of Chartered Shipbrokers here, Vasan said: "One of the main and most serious threats to shipping is in the form of piracy off the coast of Somalia.

A large area of the Arabian Sea has been affected by this threat thereby pushing up the cost of freight carried through this critical shipping corridor." Vasan disclosed that the Government has also issued guidelines on providing of armed guards on board merchant ships to deter pirate attacks. Regarding Government's efforts towards handling shipping accidents he said: "While shipping is seen to be an eco-friendly mode of transport compared to road and rail, there is further scope of improvement in controlling noxious emissions while ships are at sea and in port."

"The Government has put in place a legal framework to handle shipping accidents by acceding to two international conventions, that is, the Wreck Removal Convention and the Protocol to the Convention on Limited Liability for Maritime Claims. We will also be acceding to the Convention on Civil Liability for Bunker Oil Pollution Damage and the Convention for the Control of Harmful Anti-fouling System on Ships very soon. These initiatives will provide a strong legal framework to claim compensation in case of oil spills, ship wrecks and other accidents", he added.

About the Government's approach on safety measures, Vasan said: "The Indian Government accords highest priority to safety at ports. All the major ports have already been directed to ensure safe- handling and disposal of hazardous goods." "Accordingly, instructions have been issued to all major ports by the Ministry of Shipping to scrupulously follow the International Maritime Dangerous Goods Code adopted by the International Maritime Organisation," he added. (ANI)



A picture taken from a South Korean helicopter shows Chinese boats banded together with ropes, chased by a coastguard helicopter and rubber boats packed with commandoes, after alleged illegal fishing in South Korean waters in the Yellow Sea off the southwestern coast county of Buan. South Korea's coastguard mobilised 12 ships, four helicopters and commandoes for a special three-day crackdown on illegal fishing by Chinese boats this week.

NAVY NEWS



Above seen the SNMCMG1 NATO squadron in Antwerpen, Belgium. On the photo is seen the **A432 Tasuja** (Estonia), **621 Flaming** (Poland) and **M863 Vlaardingen** (The Netherlands) alongside the **M921 Lobelia** (Belgium).

Photo : Paul Struyf ©

SHIPYARD NEWS



 **Leerling Proces Operators**

TOS zoekt voor de BP Amsterdam Terminal (BAT) Leerling Proces Operators. Ben je woonachtig in de regio Amsterdam en beschik je over een technische en/of nautische opleiding op MBO-niveau? Mail dan onze divisie Select: select@tos.nl
Ervaring op een tanker of in de procesindustrie is een pre.



www.tos.nl

ULSTEIN design number 50 delivered



The IMR/subsea construction vessel '**Neptune Larissa**' of the SX130 design was delivered from Zhejiang Shipbuilding Ltd to shipowner Neptune Offshore on 15 November. This ship is ULSTEIN design number 50, delivered from Norwegian based Ulstein Group. Reef Subsea has announced their signing of two five-year charter agreements for '**Neptune Larissa**', and her sister vessel '**Neptune Despina**', delivered on 27 October. They will be renamed **Reef Despina** and **Reef Larissa**.

ULSTEIN introduced a new generation of ship designs in 2000, that include designs with the spectacular X-BOW® hull line design. 27 of these 50 designs are X-BOW® designs, while 23 are conventional

designs.

Deltamarin gets more contracts for bulker design

Deltamarin has signed an agreement with China's Tianjin Xingang Shipbuilding Heavy Industry Co., Ltd., part of the CSIC Group, for the design of four very low fuel consumption handysize bulk carriers. The ships are to be built for M.T. Maritime Management Group/Strategic Shipping Inc.

Deltamarin will take care of the basic and detail designs of the vessels as well as of technical procurement handling. Deltamarin will also have a site team to take the design to production. This is the second order for Deltamarin's B.Delta37 standard bulk carriers, which have drawn market interest with their improved deadweight, cubic capacity and low fuel consumption compared to other available designs.

The overall vessel length will be below 180 m and the beam 30 m. The service speed at design draft is 14.0 knots. The deadweight is 40,000 metric tonnes at scantling draft. The vessels will have five cargo holds and can take 50,000 cu.m of cargo.

Deltamarin says it has focused on fuel efficiency, sustainability and safety during the concept development process, while simultaneously focusing on the cost efficiency of the concept. Deltamarin says the model-tested daily fuel oil consumption at design draft is only 18 t including 15 percent sea margin, ISO condition, and annual output of CO2 is estimated to be reduced by 5,000 tonnes compared to existing vessels of same size range **Source : MarineLog**



At the **ASL Yard** in Singapore the **MERMAID STRAIT** was launched into her element

Photo : John Meade - M3 Marine Group Pte Ltd ©

41m Fast Ferry Under Construction for Vale New Caledonia

Construction is progressing rapidly on a 41m high speed aluminium passenger ferry for the New Caledonian operations of global mining company Vale, at Austal's Henderson shipyard.



Austal Naval Architect Anthony Livanos; Connexnav's Francois Bougault; Vale New Caledonia Maritime Section Manager Olivier Rousseau; and Austal Sales Manager Dan Fisher in front of the 41m vessel currently under construction.

Due for delivery in May 2012, the vessel is designed to provide new levels of speed and comfort to members of the company's 1,000 strong workforce as they commute between Noumea and the Goro mine site's Prony Port.

The high speed catamaran will have the capacity to carry up to 439 passengers at 37.5 knots with journey time expected to be less than an hour each way.

Austal previously announced this contract to the Australian Stock Exchange on June 9,

2011, but could not disclose Vale as the client at that time. Vale New Caledonia's Maritime Section Manager, Olivier Rousseau, visited Austal recently to view the progress of the vessel, which is expected to launch in early 2012. "It is exciting to see the rate at which the aluminium fabrication and outfitting of the vessel is progressing, and we are looking forward to taking delivery of this catamaran in mid-2012," said Mr Rousseau. "We have worked very closely with the Austal team throughout this project, and we are confident that this vessel was designed in line with all of our quality, technical and operational requirements."

Austal Chief Executive Officer, Andrew Bellamy, commented that the company has enjoyed working with Vale on what will be Austal's fourth vessel delivery to New Caledonia. "In terms of safety, performance and practicality, the Vale vessel will deliver improved levels of maritime transportation while providing an important service to one of the region's largest nickel mines," said Mr Bellamy.

VESSEL SPECIFICATIONS

Principal Particulars

Length Overall: 41.2 metres

Length Waterline: 38.4 metres

Beam Moulded: 10.9 metres

Hull Depth Moulded: 4.3 metres

Hull Draft (maximum): 1.98 metres

Capacity

Internal – Main Deck 313

Internal – Upper Deck 126

Crew 7

Propulsion

Main Engines: 4 x MTU 16V 2000 M72 (IMO Tier II compliant)

Gearboxes: 4 x Reintjes VLJ 730

Waterjets: 4 x Rolls Royce Kamewa 56A3

Performance

Speed 37.5 knots at 90% MCR

Classification: Bureau Veritas

French Flag

DSME Lands USD 500 Million Order for New Vessels

Daewoo Shipbuilding & Marine Engineering said on Thursday that it had won an order of about \$500 million to build two ships for a joint venture of Brazil's Odebrecht and France's Technip. The South Korean shipbuilder said in a statement it will manufacture the pipe-laying support vessels by August 2014. DSME, established in 1973 at Okpo Bay, Geoje Island, employs approximately 1,500 design and R&D personnel with prolific experience, and more than 15,000 skilled workers. This superb workforce working as a team is building environmentally safe vessels with a 10-year life span and outfitting that allows easy maintenance and repairs, while fully complying with international standards including IMO. **Source: Reuters**

ROUTE, PORTS & SERVICES



WORLDWIDE OCEAN TOWAGE

OCEAN TOWAGE • MARINE SALVAGE / WRECK REMOVAL
OFFSHORE SUPPORT (OIL & GAS - DREDGING & WIND FARMS) • HEAVY LIFT TRANSPORTATION



a company within the
Tschudi Group
TSCHUDI

sales@itctowage.com
www.itctowage.com



The **OIL EXPRESS** seen in a misty Ijmuiden – **Photo : Hans Blomvliet ©**

NCX service from China via Singapore to Vallarpadam soon

Close on the heels of the introduction of weekly direct service to Europe, another mainline vessel – NCX service - connecting China via Singapore is all set to call at ICTT Vallarpadam from November 27.

The service is jointly run by Orient Overseas Container Line (OOCL) and Mitsui OSK Line (MOL). This will help in reducing the transit time to global markets without the uncertainty of missing connections at Colombo. The exporters and importers will also have a saving in the total transaction cost, the sources in the port said. It may be recalled that the NEMO/EAX Service, a mainline service to Europe jointly run by CMA CGM and Hapag Lloyd had started calling at ICTT from November 14.

Seeking relaxation of the Cabotage Law for the benefit of the trade in this part, the sources pointed out that the mainline vessels could transport cargo directly between Indian ports and avoid calling international ports for goods within the country. For instance the NEMO service to Europe calls Chennai and Colombo before calling Kochi from where it directly sails to Europe. Customers in the hinterland such as Coimbatore, Tirupur and Bangalore would benefit in transit time saving to Europe. The vessel could have omitted Colombo and directly call Kochi after Chennai, but due to the issue on Cabotage, the vessel needs to still call Colombo to collect the containers from Kolkata and Vizag, the sources said.



Meanwhile, ICTT has registered a 33 per cent increase in export traffic as well as a 21 per cent rise in container throughput in October compared to the same period last year. The container throughput was 31,000 TEUs in October and the export traffic was 12,000 TEUs during the period. According to the figures available with the Kochi port, the total volume of container traffic between April and October stands at 2.14 lakh TEUs compared to 1.97 lakh TEUs during the same period in 2010, a growth of 7.58 per cent. The increase in throughput is because of the cargo diversion from markets such as Bangalore, Pollachi, Tirupur, Karur in the recent period due to the congestion and other logistics issues witnessed in neighbouring ports. The minimum deviation from the East–West trade route and international standards in the terminal has motivated more shipping lines to opt to call at ICTT, the sources said.

The terminal has also witnessed increase in the rail traffic specifically from ICD Bangalore, which continues to rise steadily, both in number of trains and volume handled/train. The number of trains had gone up to 20 trains a month in October from four. Concor, which has a weekly service at an average of trains a week has helped raise the volumes handled by 54 per cent. **Source: The Hindu Business Line**



The FAVERSHAM SHIPPING LTD 2005 Damen built **BEAUMONT** seen at the River Ayr in Scotland

Photo : Brian Climie ©

 <h1>Seamanship</h1>	<h2>Whatever the ship. Wherever delivered.</h2> <p>The world's ship delivery pioneer, Redwise, provides a top quality take-over, sailover, hand-over service for every type of vessel, wherever you need it delivered.</p>  <p>Redwise GLOBAL SHIP DELIVERY & CREWING</p> <p>www.redwise.com info@redwise.nl</p>
---	--



The super **STAR VIRGO** seen passing Selat Sinki fairway enroute Singapore cruise terminal

Photo : Piet Sinke ©

DNV to class world's largest heavy lift vessel



Dockwise's new heavy lift vessel, the **Dockwise Vanguard**, will be able to lift and transport units of up to 110,000 tonnes. The maximum capacity of an existing vessel is 75,000 tonnes. With a width of nearly 80 m and length of 275 m, it is the first semisubmersible heavy lift vessel to be built in accordance with DNV's new class rules for this type of ship. The vessel has no forecastle, which allows it to carry cargo of "unlimited" length. Its deckhouse is mainly positioned outside its hull, allowing it to carry 70 m wide

cargo. "As DNV is perceived to be the leading class society when it comes to heavy lift vessels, and as Dockwise is a front runner within this ship segment, the two organizations have cooperated to ensure this new innovative vessel meets all the safety standards," says DNV Regional Manager Central Europe Torgeir Sterri. "Not only were DNV's existing rules essential for scaling up this unique semisubmersible heavy lift vessel concept, but DNV's risk assessment capabilities were also key to meeting all the SOLAS requirements for this unconventional design."

The Royal Dutch Association of Shipowners recently chose the **Dockwise Vanguard** as the most innovative and daring project launched by the Dutch maritime sector during the past year. In accepting this award, Dockwise's CEO André Goedée expressed his appreciation of the Dutch flag administration and DNV. "I am pleased and impressed by the way the owner, flag and class have managed to work together. By thinking 'outside the box', we have been able to form a new concept and bring the whole industry a huge step forward," he said.

The vessel is to be built by Hyundai Heavy Industries in Korea. Its keel will be laid in December and the vessel is due to be delivered in October 2012, when its first cargo will be ready to be transported from South-East Asia to Brazil.

Fujian ports' ten-month container traffic rises 10.6%

Ports in southeast China's coastal province Fujian handled 7.87 million TEUs in January-October, 2011, a 10.6 percent gain from a year earlier, Xinhua reported. In the reporting period, Port of Xiamen transshipped 5.23 million TEUs, up 9.7 percent year on year. Port of Fuzhou handled 1.36 million TEU (+11.4%). Port of Meizhou Bay's box volume increased 13.5 percent to 1.29 million TEUs. Fujian ports' throughput rose 15.6% to 308 million tonnes, Xiamen handled 130 million tonnes, up 14.8 percent. Fuzhou handled 82.97 million tonnes, up 14.8 percent. Meizhou Bay handled 94.7 million tonnes, up 12.6 percent. **Source: Shipping Gazette**



The ferry **Straitsman** arriving in Picton after her crossing from Wellington.

Photo : Alan Calvert ©

Port lockout over strike action

Ports of Auckland has issued a lockout notice to Maritime Union members, saying it is to avoid planned strike action from dock workers. Chief executive Tony Gibson said the lockout was needed because the union had signalled it would continue to strike every Monday and Friday, which would have a significant impact on shipping customers, exporters, importers and consumers.

"This decision is one which has been made with sincere regret, but is considered crucial to encouraging union members to withdraw the proposed strike and settle a new collective agreement, thereby avoiding further industrial action," he said. "I cannot stress enough that Ports of Auckland will lift the lockout notice if the strike notice is lifted."

Mr Gibson said the port was unable to negotiate under the threat of strike action but would meet the union and the Department of Labour for mediation on Tuesday. The union's proposed strike over collective agreement terms involved the complete withdrawal of union member labour in container handling, road and rail services at the Waitemata seaport on Mondays and Fridays. It affected the Fergusson and Bledisloe container terminals and associated road and rail services. The port's multi-cargo wharves, cruise business, marine services, Onehunga seaport and Wiri inland port were not affected by the proposed strike. The lockout notice starts at 12.01am on December 3 and ends at 10.30pm December 4. **Source : otago daily news**

Maersk cuts calls to Port Said, Valencia, Algeciras on Asia-Med services

DANISH Maersk Line, the world's largest container carrier, has announced it will cancel calls at Mediterranean ports on its Asia-Med services during the coming winter holiday season. On its AE1 loop, a call at Port Said will be cancelled on one sailing, reported American Shipper, adding that on the AE2 string, three sailings will omit calls at Valencia, and on AE6 service, Algeciras will be skipped on one sailing. The skipped calls will be covered by sailings on other Maersk Asia-Med routes **Source : Schednet**



The **MSC London** making her first visit to the Port Chalmers container terminal 16/11/11.

Photo : Ross Walker ©

BOEKBESPREKING

Door : Carla Costima

“Cruise-praet, ervaringen van een cruiseliefhebber”



Bij maritieme uitgever Lanasta verscheen onlangs “**Cruise-praet, ervaringen van een cruiseliefhebber**”, geschreven door **Bert Lamers**.

Als jong broekie scheeppe Bert Lamers in mei 1969 in voor zijn eerste cruise. 42 Jaar later heeft hij als journalist, reisleider en privépersoon 78 zeereizen, waarvan 57 cruises, met meer dan 100 verschillende schepen over de gehele wereld gemaakt. Van die 78 zeereizen heeft hij tussen 1988 en 2007 zesentwintig maritieme groepsreizen georganiseerd en begeleid. Die groepsreizen vonden aanvankelijk plaats onder de vlag van het maritieme maandblad ‘De Blauwe Wimpel’ maar later onder eigen verantwoordelijkheid van Poseidon Travel. Deze groepsreizen kregen algemene bekendheid als de Wimpel- en Poseidonreizen. Eind mei 2007 werd de laatste Poseidonreis met het s.s. ‘**Oceanic**’ uitgevoerd.

Tijdens al zijn zeereizen heeft de schrijver heel bijzondere avonturen en belevenissen meegemaakt. De één was nog mooier en/of humoristischer dan de andere. In ‘Cruise-praet, ervaringen van een cruiseliefhebber’ heeft de auteur 60 van die bijzondere verhalen/belevenissen op humoristische wijze beschreven.

“**Cruise-praet, ervaringen van een cruiseliefhebber**” (ISBN 978-90-8616-108-9) telt 176 pagina’s, geheel in kleur uitgevoerd en met bijna 120 foto’s rijk geïllustreerd. Het boek kost € 27,95. Aankopen kan via de boekhandel of rechtstreeks bij maritieme uitgever Lanasta te Emmen.

.... PHOTO OF THE DAY



The tug **AZ CARNATION** of AZ MARINE in Singapore seen anchored in Selat Sinki (Singapore) **Photo : Piet Sinke ©**

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](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US) (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](http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL) (Nederlands) of bezoek de inschrijvingspagina op onze website.
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL>