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The INTAN PREMIER seen passing Selat Sinki fairway in Singapore - Photo : Piet Sinke ©

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Above seen the 2011 built CHN flag and owned semi-submersible heavy lift vessel **XIANG RUI KOU** offshore Malta awaiting orders to load jack up oil rig **ENSCO 85** on Thursday 17th November, 2011.

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

TUI Plans to Sell Hapag-Lloyd Stake in January, Expand in Russia, CFO Says

TUI AG (TUI1) plans to sell its remaining stake in the Hapag-Lloyd AG container-shipping business in January and expand further in Russia and China as the German tour operator redefines its business model. "We looked for ways to exit Hapag-Lloyd such as finding a new investor or doing an initial public offering, but without having the chance to succeed we're back to our right to tender our stake," Chief Financial Officer Horst Baier said yesterday in an interview in Frankfurt. "Assuming we get all the approvals, we'll execute our option on Jan. 2."

TUI sold a majority stake in Hapag-Lloyd, Germany's biggest container line, to Hamburg-based investment group Albert Ballin GmbH in March 2009. The travel company still owns 38.4 percent of Hapag-Lloyd and has the option to sell a stake to Ballin on Jan. 2. With an exit from shipping, Hannover-based TUI will be better suited to optimize its tourism business with expansion in Russia as well as China and India, the CFO said. In China, TUI plans to boost its trade in sending tourists to Europe.

"We are currently No. 5 in Russia and plan on becoming No. 2 in the next two to three years," Baier said. "In Asia we are at the very beginning of our journey but plan to expand in China and India." Baier said the company is "pushing" online offerings and already has about 70 percent of destinations online in Scandinavia while the percentage is "weaker" in Germany. The company also wants to expand market share in the German-speaking market for cruises, the CFO said. "It's frustrating to see how Europe's debt crisis has affected the real economy and investor sentiment, however we had other years where we had some insecurity and where things cooled down," Baier said. "We should wait a little bit more to see the outcome of the crisis." TUI will report yearly earnings on Dec. 14. TUI shares slipped 0.5 percent to 4.01 euros yesterday in Frankfurt trading. The stock is down 62 percent this year. **Source: Bloomberg**



The **SCHIPPERSGRACHT** seen enroute Amsterdam – Photo : Simon Wolf ©

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Ship collision still inconclusive

Still no indictment one year after the Norwegian fishing vessel **Fløygrunn** was hit and sank by another vessel in the Barents Sea. "**Fløygrunn**" was hit in the evening on November 18 last year, and the three fishermen onboard were rescued in last minute before the vessel went down.

- Eastern Finnmark police district got introductory in the case assistance from Russian authorities in the investigation, in terms of interrogation of the crew onboard the (suspected) vessel, says Eli Nessimo, Deputy Police commissioner to BarentsObserver. Eli Nessimo explains the one-year period of investigation into the case with the fact that it took long

time for the police to get access to unclassified radar-images from the Norwegian Defense. Such images are now in place. Radar images can tell the tracks of the vessels in the area at the time of collision. - The investigation into the case is now ended, but according to the rules of the Maritime Safety Act, the matter is sent to the Norwegian Maritime Directorate for comments, says Eli Nessimo.

The police await further steps in the case until the statement from the Maritime Directorate is submitted.

The police in Eastern Finnmark issued a press release the day after the crash, clearly hinting that the other vessel involved in the crash was Russian. The only Russian vessel in the area at the time was the Northern Shipping Company owned "[Vladimir Timofeyev](#)." The captain onboard the Russian vessel ignored to stop for inspection when called by the Norwegian coast guard. He sailed into Russian waters east of the crash site in the Barents Sea and continued towards Arkhangelsk. - We have good reasons to believe that it was the Arkhangelsk based vessel that was involved in the crash, former chief of police in Eastern Finnmark Håkon Skulstad said to BarentsObserver in January.

The crew on "[Vladimir Timofeyev](#)" denied that their vessel was involved in the crash. Arkhangelsk police met the vessel and interrogated the captain upon arrival at port last November. No traces of collision could be found on the hull of "[Vladimir Timofeyev](#)" and the Arkhangelsk police ended the investigation few days after. The shipping company also issued a statement denying involvement of "[Vladimir Timofeyev](#)" in the collision. The statement reads that another vessel was nearby the crash site. The vessel "[Yutai Ambitions](#)" was in the area according to navigation data from "[Vladimir Timofeyev](#)." Source : BarentsObserver



As per last Saturday 2pm it was reported that a total of **36 containers** had been removed from the **Rena**.

Photo : Maritime New Zealand

Denmark seeks to revise Maersk's oil concession

The Danish government aims to revise a North Sea oil concession granted to operator A.P. Moller-Maersk with the goal of increasing state revenues from oil and gas production, energy officials said on Wednesday, Reuters reports. As a first step in the process, the government will carry out a review of petroleum taxation, the ministry of climate, energy and building said in a statement. "We will see if we can find a new balance so that producers get more incentive to

invest in increased oil and gas production, while at the same time they and the state get larger revenues from this activity in the North Sea," Climate, Energy and Building Minister Martin Lidegaard told Reuters.

The oil recovery rate in the Danish sector of the North Sea is about 24 percent, and every increase of one percentage point in that rate boosts revenues by 60 billion Danish crowns (\$10.9 billion), according to the Danish Energy Agency.

"The government wants society to get the biggest possible dividend from oil and gas resources," the ministry of climate, energy and building said in a statement. "But at the same time, conditions should be competitive so that there will continue to be interest in investing here in Denmark." In 2003, the government extended the Maersk group's concession to July 2042.

Under that deal, oil taxes rose for the remainder of a concession period expiring in 2012 and the government got a one-fifth stake from next year in the Maersk-led Danish Underground Consortium (DUC), which produces most of Denmark's oil and gas. Maersk is operator and owns 39 percent of DUC. Royal Dutch Shell has 46 percent and Chevron a 15 percent stake in the partnership. Lidegaard said conditions have changed since the previous centre-right government made the deal with Maersk in 2003.

"Since 2003 the oil price has more than quadrupled the level that was assumed when the agreement was made," he said. "However the corporate tax has been reduced several times which means lower taxes from the North Sea than was assumed in 2003." The ministry said any eventual changes in the terms of the North Sea agreement would take place within the framework of the existing agreement or by way of a new negotiated deal. It said the review would look into the consequences of the North Sea concession in light of the rise in the oil price. The first reports that the government would seek to adjust the concession came on Tuesday evening.

Shares in A.P. Moller-Maersk closed nearly flat, up 0.06 percent, on Wednesday, roughly in line with a 0.1 percent rise in the Copenhagen bourse's bluechip index. Maersk and other oil and gas producers in the Danish part of the North Sea pay between 60 and 70 percent tax on oil income. Maersk said it would contribute relevant information for the government's review of the concession and it expected the government to honour existing agreements. "The valid overall tax level for the period 2004-10 of over 60 percent of income corresponds to what the state required when entering the North Sea agreement," A.P. Moller-Maersk said.

"Higher oil prices have meant higher revenues and therefore higher tax payments, and so have benefited companies and the state," Maersk said. The government will form a commission consisting of officials from the ministry of energy, climate and building, the finance ministry and the tax ministry to carry out the review of the concession by Aug. 31, 2012, the energy ministry said. Denmark is western Europe's third biggest oil producer after Norway and the UK, with 2010 production of about 14.2 million standard cubic metres of oil, or about 245,000 barrels per day. **Source :**

PortNews



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The **MAERSK VISBY** seen in Cape Town – Photo : Ian Shiffman ©

Zodiac likely buyer of 6 large ships from STX

Zodiac Maritime Agencies, the shipping company founded by the late Israeli billionaire **Sammy Ofer**, is the likely buyer of six of the world's second-largest container vessels, according to data from Clarkson.

Zodiac ordered four carriers able to haul 12,930 twenty-foot containers each from **STX Offshore & Shipbuilding Co** in October last year, a list of contracts at yards worldwide compiled by Clarkson showed. STX said on Wednesday that a customer replaced an order from October last year for four ships with 13,000-container capacities as part of a US\$1.6 billion contract. The contract, signed with an unidentified European owner, is to build six ships and includes four options for vessels able to carry 16,000 containers each, according to South Korea-based STX.

Deliveries to the client will start in the third quarter of 2014, it said. The rest of STX's 11 container ship contracts on the Clarkson list are for vessels less than half the size of the Zodiac order. Daniel Ofer, a director at London-based Zodiac, declined to comment. The company specialises in managing vessels, from haulers of dry-bulk commodities to ships that carry chemicals or vehicles, according to its website.

In February, **AP Moller-Maersk**, owner of the biggest global container line, ordered 20 ships that can carry 18,000 boxes each. They will be built by South Korea's **Daewoo Shipbuilding & Marine Engineering Co**. Maersk also owns the largest container vessels now afloat, with eight able to carry about 15,550 twenty-foot boxes, according to data from Clarkson, the world's biggest shipbroker. Source: **Bloomberg**



Above seen the 1996 built KOR flag and owned High Speed Ferry **SUNFLOWER 2** at Bunkering Area 6, Malta on Friday 18th November, 2011 for bunkering operations before heading to Port Said, Egypt. She's the former **STENA LYNX III** of which name is still visible on her bow.

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

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The **SIGAS SONJA** seen in Kaloo locks in Antwerp – Photo : Dick van Wolveren ©

Oil supply ship workers kidnapped near Nigeria

Gunmen stormed a ship supplying a Chevron Corp. offshore oil field, kidnapping three workers in an attack raising concerns over a possible unraveling amnesty deal in the crude-rich nation, authorities said Friday. The attack happened Thursday night near Chevron's massive Agbami oil field, operated by its Nigerian subsidiary about 70 nautical miles offshore from Bayelsa state in Nigeria's oil-rich southern delta, officials said. Eight gunmen boarded the **MV C-Endeavour**, attacking the crew and taking the three sailors hostage, Chevron spokesman Kurt Glaubit said.

A private security official, who spoke on condition of anonymity as details about the kidnapping remained closely held, said those abducted were foreigners. Glaubit declined to identify those kidnapped, citing the San Ramon-based company's security rules. "The safety of our employees and contractors is our first priority," Glaubit said. "Chevron Nigerian Ltd. is assisting the service company to ensure the safe release of the kidnapped crew members."

Glaubit said the ship belonged to contractor **Edison Chouest Offshore**, based in Galliano, Louisiana. The company did not immediately respond to a request for comment Friday.

Foreign firms have pumped oil out of Nigeria's Niger Delta for more than 50 years. Despite the billions flowing into the nation's government, many in the delta remain desperately poor, living in polluted waters without access to proper medical care, education or work.

In 2006, militants started a wave of attacks targeting foreign oil companies, including bombing their pipelines, kidnapping their workers and fighting with security forces. That violence waned in 2009 with a government-sponsored amnesty program promising ex-fighters monthly payments and job training. However, few in the delta have seen the promised benefits. **Source : sfgate**



The **BRITISH ENVOY** seen in Cape Town – **Photo : Ian Shiffman ©**

An advertisement for MULTRASHIP TOWAGE & SALVAGE. The top half shows a large white cargo ship being towed by a smaller tugboat. The background is a faded image of a port. The bottom half is a solid blue area containing the company logo, which consists of a stylized yellow and blue 'M' shape. Below the logo, the text 'MULTRASHIP TOWAGE & SALVAGE' is written in bold blue letters. At the bottom left, the website 'www.multraship.com' and the phone number '+31 (0) 115 645 000' are listed.

REDWISE TO DELIVER BUSY B IN NIGERIA



Above seen the **Busy B** (ex **Busy Bee**) anchored off Piraeus during preparations for the voyage to Port Harcourt (Nigeria) which will be done by **Redwise Maritime Services**, upon arrival in Port Harcourt the vessel will be handed over to the new owner named CESL - **Photo : Ake van der Vinne – Redwise ©**

Marina suspends 9 cargo, passenger ships

The Maritime Industry Authority (Marina) suspended nine Superferry vessels after one of its ships figured in a collision that caused the death of a fisherman and injured six others in Sarangani province Friday morning. Philippine Coast Guard (PCG) spokesman Lieutenant Commander Algier Ricafrente said Marina issued a voyage suspension order against the Superferry fleet that is owned by the Negros Navigation-Aboitiz Transport System.

This includes the passenger and cargo ships **M/V Superferry 20, M/V Superferry 1, M/V Superferry 2, M/V Superferry 5, M/V Superferry 12, M/V Superferry 21, M/V Cebu Ferry 1, M/V Cebu Ferry 2** and **M/V Cebu Ferry 3**.

"The respondent Aboitiz Transport System Corp. was directed to coordinate with the Maritime Safety Office of Marina for the immediate conduct of additional ISM (International Safety Management) audit and re-inspection of said ships," added Ricafrente. He said the Seafarer's Identification Record Book, commonly called the seaman's book and the Qualification Document of the officers and crew of **M/V Superferry 20** and the ship's safety certificates were also cancelled until further orders.

Marina set the hearing on the maritime mishap on Nov. 25 at 10 a.m.

Initial information reaching the PCG showed that at around 11:45 p.m. of Nov. 17, the F/B San Jose Bayanihan was navigating to Balot Island from General Santos City when hit by **M/V Superferry 20** that had just left Makar Wharf and was enroute to Manila via Zamboanga City. At that time, the PCG General Santos station was conducting maritime patrol and saw the fishermen on water. The lone fatality was identified as 60-year-old Giovanni Buntong, who was hit by a debris from the destroyed boat. Those injured were the boat captain Mendoza, 52; Rex Bulawin, 28; Marjus Iramis, 20; Joseph Tiones, 20; Regalado Sender, 19; and Bryan Inero, 17. **Source : The Philippine Star**

NAVY NEWS

New Royal Navy Submarine Fires First Tomahawk Missiles Across North American Skies

http://www.youtube.com/watch?v=SdYVxK-wpUI&feature=player_embedded



The Australian **L 100 CHOULES** (ex **Largs Bay**) enroute from Falmouth (UK) to Australia made a stop in Cape Town for bunkers - **Photo : Aad Noorland ©**

U.S. Marines Won't Fly Brit Harriers

An official announcement could come within days of Britain's sale of its remaining Harrier jump jets to the U.S. Marine Corps, but sources are saying privately the purchase will be strictly for spare parts and logistic support, and not a move to increase the operational fleet. The two-part deal was revealed Nov. 10 during a conference in New York, when Rear Adm. Mark Heinrich, chief of the U.S. Navy's Supply Corps, told attendees he had negotiated a \$50 million deal to purchase the spare parts inventory from the British. A separate deal, he said, was being negotiated by the U.S. Navy's Naval Air Systems Command (NAVAIR) to acquire all 74 remaining GR Mark 9 and Mark 9A Harriers and their spare Rolls-Royce engines from the British. Neither NAVAIR nor the British Ministry of Defence would officially comment on the negotiations, but sources on both sides of the Atlantic confirmed the deal was in the works. Heinrich said the spare parts deal was worth \$50 million, but no value for the larger aircraft and engine deal has been revealed. One U.S. source, however, said that acquisition of the British aircraft and their spares could save the Marines up to \$1 billion over the life of the fleet. The Marines plan to operate the AV-8B at least until 2025, when conversion to the F-35B Joint Strike Fighter is expected to be completed.

Britain retired its joint force of Royal Air Force and Royal Navy Harrier aircraft late last year in one of the most controversial moves in a series of defense reductions, which also cut the aircraft carriers that operated the jets, other warships, maritime patrol planes and personnel. British and U.S. Harrier II aircraft had a high degree of commonality from the beginning. The planes were developed and built in a joint arrangement between British Aerospace - now BAE Systems - and McDonnell Douglas, now a division of Boeing. While each company built its own wings, all forward sections of the British and American Harrier IIs were built by McDonnell in St. Louis, while British Aerospace built the fuselage sections aft of the cockpit.

"All the planes have to fit together," Lon Nordeen, a Harrier expert and author of several books about the aircraft, pointed out. "There are significant differences between Royal Air Force GR Mark 9s and Marine AV-8Bs, which would be a challenge to overcome," Nordeen added. "However, the engines and spare parts would be very valuable for long-term sustainment of the Marine Corps Harrier fleet." U.S. Navy and Marine Corps sources would not comment last week on media queries about their plans for the British jets, leading to speculation that the aircraft might be made operational. **Source : DefenceNews**



The **HMS YORK** visited Brest – Photo : Jacques Carney ©

Admiralty Shipyard to lay a sub for Russian Navy this November

Admiralty Shipyards plans to lay keel of a diesel-electric submarine ordered for the Russian Navy, the shipbuilding company said. An official keel-laying ceremony will be held at Admiralty Shipyards today (November 21st). Admiralty Shipyards JSC (Admiralteysky Verfy) is the oldest Russian shipbuilder, founded back in 1704. The company is part of Western Center of Shipbuilding controlled by United Shipbuilding Corporation. JSC Admiralty Shipyards specializes in design, construction and upgrade of civil vessels and warships for the Russian Navy. To date, the Company has built more than 300 submarines (including 41 nuclear-powered subs) and 68 deep submergence vehicles and ROVs.

Source : PortNews

Our third submarine stirs up muddy waters

When the Malaysian government signed a deal in 2002 with the joint naval builders, DCNS of France and Navantia of Spain, to commission two Scorpene-class submarines, it did not realise that the purchases would create an international scandal.



The controversy surrounding the Scorpene-class submarines refuses to sink into oblivion. Now, attention is focused on the little known Agosta-class submarine, the **Ouessant (S623)**, which was completed in 1978 and served the French navy until she was decommissioned in 2001. It appears Malaysia also owns the **Ouessant**.

A few readers may recall very sketchy details about a third submarine which was used to train the Malaysian submariners. That was the Agosta-class **Ouessant**, which the "Asia Sentinel" described in its reporting on the Scorpene scandal as a "retired submarine manufactured by a joint venture between DCN and Spanish company Agosta". Opposition politicians have bombarded Umno with questions about the submarine deal but

have been thwarted by unintelligent and conflicting answers from the Defence Ministry. Now, the curious case of the Agosta-class submarine, the **Ouessant (S623)**, is only just surfacing. "The Asia Sentinel" stated in April 2010 that this third ageing submarine was leased for training purposes. However, we are now told that the Malaysian Navy has bought the **Ouessant**, the Agosta-class submarine. If so when? And, for how much? Why has there been no mention of the **Ouessant** until we hear that it will be made into part of Malacca's maritime museum? Gaining ownership of the **Ouessant** is akin to learning to drive in a 20-year-old Proton Saga, then buying the car for RM200,000 only to use it

as a reban ayam (chicken coop). So, was the Agosta thrown in as a sweetener for the purchase of the two Scorpene-class submarines? Did the French try to appease the Malaysians because one of the Scorpene-class submarines was faulty?

Malaysians first read of the Agosta-class submarine in a rather obscure report by Bernama on April 22, 2011, when the Royal Malaysian Navy (RMN) chief Admiral Abdul Aziz Jaafar said that the **Ouessant** was unsuitable for naval operations but would be converted into a museum piece to show the progress made by the RMN. Abdul Aziz said, "We are expecting its arrival in August. There will be a signing ceremony between the Defence Ministry secretary-general and the French side before it is handed over to us. "It is a second-hand submarine we bought for training RMN personnel. Now that its services are no longer needed, it will be brought to the Lumut naval base in August".

RM12.6 million museum project

Abdul Aziz explained that the **Ouessant** had been used as a training submarine for the submariners of the two Scorpene-class submarines **KD Tunku Abdul Rahman** and **KD Tun Abdul Razak**, which were commissioned in 2009 and 2010. Then on the Sept 23, the Malaysian Ambassador to France, Abdul Aziz Zainal and the Director of International Development in the French Defence Ministry Yves Blanc, signed the documents for the transfer of ownership of the **Ouessant**. The submarine was then transported on a floating dock to Malaysia in early October in an operation organised by Felda Transport. After being at sea for 32 days, the **Ouessant** arrived off the Malacca coast.

Malacca Chief Minister Mohd Ali Rustam said that the submarine would be transported to the exhibition site at the 1Malaysia Square, Klebang. During the site visit, Ali explained that the Malacca government had been given custody of the French-made **Ouessant**. The submarine museum project, he said, had cost RM12.6 million and would attract more tourists to Malacca. Earlier, Abdul Aziz denied that Malaysia's first two Scorpene-class submarines, **KD Tunku Abdul Rahman** and **KD Tun Abdul Razak**, were not operational and he affirmed that they were "in the open sea and operating smoothly". He also rubbished claims that kickbacks were involved in the purchase of the two Scorpene-class submarines, and by way of assurance, stated that neither the European Union nor the RMN condoned such acts. Is Abdul Aziz really that naïve?

The Organisation for Economic Cooperation and Development (OECD) convention states that it is a crime to bribe foreign public officials in international business transactions. The OECD convention may have been signed by countries in Europe but it didn't prevent former premier Tony Blair from stopping investigations into allegations of kickbacks by the arms company BAE and the Saudi royal family, under the guise of national interest and security for Britain.

There are numerous questions about the purchase of Malaysia's Scorpene-class submarines. Why did the Malaysian government omit to procure the weapons systems for the two submarines and why did they purchase submarines that were not fitted out for use in tropical waters? The empty shells that were purchased then had to be equipped with torpedoes, sea-to-surface missiles and mines, all of which cost the taxpayers several millions more ringgit. Perimekar Sdn Bhd, which received the kickback in the Scorpene deal, is intricately linked with Prime Minister Najib Tun Razak through his friend Razak Baginda and Baginda's wife, Mazalinda.

Baginda and his wife are co-owners of Perimekar and it is alleged that the Scorpene deal involved kickbacks, money-laundering and a series of unexplained "co-ordination services". What is the actual cost of the submarines? What does the Malaysian government mean by "co-ordination services", "supporting the contract" and for "housing the crew" of the submarines in France? A sum of 114 million euro was paid to Perimekar for these services. Why was KS Ombak Laut Sdn Bhd, the company which owns Perimekar, set up just before the payout of 114 million euro? This company has done little since. Why did the Malaysian officials forget about the maintenance contract for the Scorpene-class submarines? Why did they also forget to buy weapons for the Scorpene-class submarines, one of which was reported to have diving problems?

What is the actual cost of the Scorpene-class submarines? And how much did the Malaysian taxpayers pay for the **Ouessant**? When was it purchased and when was it decided to hand it over to Ali Rustam? One hopes that Malaysia will not end up with three submarines in the Malacca maritime museum. We would be the envy of the world with three submarines as exhibits. Tourists will flock to Malacca to view them. Probably **Source : freemalaysiatoday**



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SHIPYARD NEWS



Overview of the [ASL shipyard](#) in Singapore with the last week launched [MERMAID STRAIT](#) seen fitting out

Photo : Paul Firet ©

Baltic Shipyard lays down third tanker for BFC

St. Petersburg-based [Baltic Shipyard](#) has laid keel of the third serial tanker of [Project 2734](#), the shipbuilding company said Friday. The RUB 400 million contract for a series of four non-self steering tankers of Project 2734 was signed between the shipbuilding firm and [Baltic Fuel Company Group](#) (BFC) in November 2010. The order is funded with participation of the Bank Saint Petersburg. The 2734 project lead vessel named "[Taisiya](#)" (Thais) was launched on Sept. 27. The [Project 2734](#) was designed by [Marine Engineering Bureau](#). The project was developed to satisfy the Customer's requirements, according to the latest innovations and internationally approved standards of shipbuilding. The barges will be transporting petroleum products with vapor flash point of 60° C and above, including those requiring heating. Navigation area - inland waterways and marine areas for non-self propelled cargo vessels, where the thickness of broken ice does not exceed 20 cm. To enhance environmental safety the project tanker's hull is reinforced with double bottom and double sides in the area of 12 cargo tanks of total volume of about 6,000 cbm. The barges will sail with assistance of pusher tugs, or towed by towboats as an option. The vessels are being constructed under the supervision of the Russian River Register in accordance with modern standards, rules and regulations of commercial shipbuilding. Ship's main characteristics: length - 108.32 m, beam - 16.86 m, hull height - 4.75 m, displacement 6120 tons, light displacement - 1020 tons.

Hanjin Heavy to modernise Busan yard

Hanjin Heavy Industries & Construction of South Korea has announced plans to modernise its Youngdo yard in Busan having completed a settlement with its labour force. Hanjin Heavy's yard in Busan dates back to 1937 and is the oldest in Korea. With no new orders in Busan the company has taken the decision to reorganize the layout, and upgrade a number of old 100 ton gantry cranes. Hanjin Heavy suffered earlier this year from an 11-month strike by its Busan workers regarding proposed layoffs. [Source : Seatrade Asia](#)

Cruise ships dock at German repair yards

Germany's two leading ship repair yards – Blohm + Voss Repair and Lloyd Werft Bremerhaven (LWB) – are tackling work on a string of big cruise ships in welcome end-of-year employment for all. Tom Todd writes: Both yards have been busy mainly with merchant ship work in recent months. But now Blohm + Voss Repair in Hamburg has docked P&O Cruises' 69,153gt Meyer-built [Oriana](#) in its Floating Dock 11 for a month of technical maintenance and interior

renovation up to December 17th. B+V spokesman Michael Brasse told The Motorship “the work is extensive and covers widely different sectors”. It includes the installation of a duck-tail for added stabilisation and passenger comfort. That means that more cabins can be added and some public areas are also being converted into new interior and exterior cabins. Brasse said maintenance work included the removal and overhaul of the ship's stern drive shaft as well as the overhaul and unspecified renewal of engines, machinery and piping, electric and control systems. No further details of that were immediately available. **Oriana's** tank was also being emptied and inspected and various other steel works carried out.



Photo : Rene van der Lugt ©

Oriana was being joined at B+V later this month by Cunard's **Queen Mary 2** for her latest drydock and refit in the giant Elbe Dock 17. That will include interior changes, maintenance and class and control work. LWB meanwhile is now gearing up for the arrival of cruise ships after handling merchant ship conversion. The 28,518gt Phoenix Reisen ship **Albatros** was due to dock before the end of November for extensive maintenance and class work. Reports said that included environmental modernisation of engine emission technology, complete restaurant renovation and the modernisation of other public areas. **Albatros** was being followed in early December by the 28,856 gt **Amadea**, also from Phoenix, for cabin modernisation

and the renovation of some of her public areas. **Source : The Motorship**

South Korea to pick advisers for Daewoo stake sale next month



The **MSC TRIESTE** seen fitting out at the **DSME yard** in Korea – **Photo : Thom Jaspers ©**

South Korea plans to pick advisers next month for the sale of the 19.1 percent stake in **Daewoo Shipbuilding & Marine Engineering Co Ltd** held by state-run Korea Asset Management Corp (KAMCO), a source familiar with the situation said, part of efforts to recoup public funds injected after the Asian financial crisis, Reuters reports.

KAMCO aimed to unload the stake worth 980 billion won (\$862.2 million) at Thursday's closing price by the end of November next year, the source added, as well as its 9.9 percent stake in unlisted Kyobo Life Insurance. A KAMCO spokesman said the government's public funds oversight committee would convene a meeting this week and next to decide on the sale particulars. "We need to cash in as much as we can by next November to maximise the collection of public funds," the spokesman said. State-run Korea Development Bank (KDB), the shipbuilder's biggest shareholder with a 31.3 percent stake, did not appear ready to resume a full-scale sale process in near future, the source added. The source said KAMCO would look for options to hold its stake divestment separately from KDB, such as via a block sale. KDB and KAMCO have jointly sought a new owner for one of the world's top three shipbuilders but failed to sell their controlling stake in early January 2009, when preferred bidder Hanwha group pulled out due to funding worries.

Source : PortNews

Large PSV orders from US shipyards

Hornbeck Offshore Services, of the USA, has contracted to construct eight 97.2m long offshore supply vessels with **VT Halter Marine**, and a further eight with **Eastern Shipbuilding Group**.

VT Halter Marine, a subsidiary of **Singapore Technologies**, says its contract is worth about \$353 million and includes an option for up to 24 additional identical vessels. Construction will take place at the VT Halter Marine Moss Point and Mississippi yards. Based on the yard's Super 320 design developed for HOS, the DP2 OSVs are designed to have about 20,900 barrels of liquid mud carrying capability, 1,102m² of deck area and a fire-fighting class notation. Engineering work has begun already, and construction of the first vessel is expected to commence during the first quarter of 2012. The eight OSVs are scheduled for delivery between October 2013 and September 2014.

The eight OSVs to be constructed by **Eastern Shipbuilding** will be DP2 classed and consist of four vessels based on the **STX Marine SV 300 design** and four vessels based on the STX Marine SV 310 design. The Super 320 is an enlarged version of an 88m PSV, HOS Coral, delivered by VT Halter Marine to HOS in March 2009. The Super 320 design has been developed with particular attention to environmental regulations, featuring a double-hull to eliminate fuel storage adjacent to the sideshell, and propulsion machinery that meets the requirements of EPA Tier 3 for stack emissions.

The STX designs meet the same environmental standards mentioned above for the Super 320 design and will carry the Enviro class notation by the American Bureau of Shipping. Features of the STX design include a capacity for over 20,000 barrels of liquid mud and a fire-fighting class notation. In addition, the SV 300 design calls for 5,500dwt capacity and 10,976ft² of deck space, while the SV 310 design calls for 6,144dwt capacity and 11,536ft² of deck space. The first option for the additional vessels is required to be exercised by September 2012 and may be exercised individually or in a series. Delivery dates for option vessels are approximately 26 months following the option exercise.

"VT Halter Marine's design capability and track record has once again been endorsed by Hornbeck, a leading provider of new generation OSV in the US; we look forward to forging an even stronger partnership with Hornbeck," said NG Sing Chan, president, ST Marine **Source : The Motorship**

German shipyard files for insolvency

A switch to heavy lift and wind farm ships has failed to save the Sietas yard. Will become of the Van Oord Wind vessel?

The management of **J.J. Sietas KG Schiffswerft GmbH u Co** and **J.J. Sietas Verwaltungs GmbH** have filed a petition for insolvency at the Municipal Court Hamburg on 17 November 2011, due to over-indebtedness. A statement from the company's press agents says that the court has appointed a provisional creditors' committee of inspection and, following a hearing of this provisional creditors' committee of inspection, has appointed lawyer Berthold Brinkmann of Hamburg as the provisional insolvency administrator and also as consultant with regards to the conditions of opening insolvency proceedings. He will conduct the company's future business dealings together with the management, which remains in office. The aim is to continue work on the five ships currently under construction and to maintain the Sietas Group as far as possible as a network. The statement continues to say that: "The management and the provisional administrator will inform the works council and the employees and conduct first consultations with clients and suppliers in order to maintain confidence in the work of the Sietas shipyard. All parties

involved are working on the assumption that salaries will be secured through insolvency wage pre-financing up to 31 January 2012. Opening of the insolvency proceedings by the court is not expected before the end of January 2012."

Source : The Motorship

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Above seen the 2011 built NLD flag and owned general cargo ship **ATLANTIC** offshore Malta on Thursday 17th November, 2011 during her maiden voyage bound to Mariupol, Ukraine .

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

Mirzan Mahathir named in Indian port probe



Malaysian businessman Mirzan Mahathir has been named in an Indian court affidavit related to investigations into the Kakinada Port development in Andhra Pradesh. Mirzan, 51, had secured the project during the tenure of the state's former chief minister, Chandrababu Naidu. The 2,424-page document revealed that a Mirzan-led international shipping consortium won the deep-water seaport expansion venture in 1999. The affidavit was filed by the late Andhra Pradesh chief minister Y. S. Rajasekhara Reddy's (YSR) wife, Y. S. Vijayalakshmi last month in the state's High Court. YSR, an influential politician, was killed in a helicopter crash in 2009.

The petition revealed that the project was awarded on Develop-Operate-Transfer basis and the consortium was given 18 months to build two more berths in Kakinada Port, the second largest port in Andhra Pradesh. "But the consortium failed to fulfill its commitment and the construction work of another berth only started five years later in 2004," said the affidavit. Due to the delay, the state exchequer was alleged to have lost about RM33mil between 1999 and 2007.

Based on the court documents filed, the High Court has now directed the Central Bureau of Investigation (CBI) and the Enforcement Directorate (ED) to probe all allegations against Naidu and his associates. Naidu, president of the Telugu Desam Party, was chief minister of Andhra Pradesh from 1994 to 2004. He wrested the party from his late father-in-law, N. T. Rama Rao, once an iconic Telugu film actor. **Source : the Star**



Above seen tug **Rotterdam** with in the background, the rig **Noble Paul Romano** on tow. The picture is taken from the workboat/M.O.B boat of the **Rotterdam** doing the crewchange. - **Photo : Paul Osinga ©**



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"The first of four **Crowley Ocean Class** tugs **OCEAN WAVE** ready to shift to the outfitting pier at **Bollinger Shipyard** in Amelia, LA. The **OCEAN WIND** can be seen in position to take her place. "Photo : **Lawson Hitt** ©

For more information <http://www.crowley.com/What-We-Do/Ocean-Towing-and-Barge-Transportation/Vessel-Specifications/Tugs/Ocean-Class>

Galway port plan will have to be redrawn

GALWAY Harbour Company will have to redraw its plans for a €200 million deepwater port, due to a failure to secure necessary approvals for preliminary investigations. The ambitious plan, which intended to build on the success of the Volvo Ocean Race stopover, was due to have been submitted directly to the planning appeals board some months ago under the Strategic Infrastructure Act. However, the harbour company was advised that site investigation works for the application were conducted without first securing full approval for a foreshore licence from the Department of the Environment.

Taoiseach Enda Kenny is said to have been informed of the setback, which is expected to delay submission of a planning application to An Bord Pleanála until the middle of next year. Galway harbourmaster Capt Brian Sheridan said talks were continuing to resolve the issues, but it could be next June or July before the planning application was submitted to An Bord Pleanála. The Department of the Environment said an application had been received from the harbour company for a foreshore licence for site investigation works, which still had to be determined. It noted that a public consultation process had been conducted as part of the application. The public consultation, held early this year, outlined details of the staged development, which will involve reclamation of land.

Dublin Port has deferred its controversial reclamation and development project for 10 years. The first stage of the Galway project, costed at €50 million, involves relocating the existing tidal harbour to an outer port that would not be subject to tidal restrictions and would provide deepwater berths. It proposes rejuvenation of the inner port and creation of a new "cultural quarter" for the city. A 200-berth marina and a terminal building and berths for cruise liners are also incorporated in the plan, which includes a rail link to accommodate freight, dedicated quay space for the

inshore fishing fleet and relocation of oil storage terminals. An Taisce Galway branch chairman Derrick Hambleton said yesterday the delay raised "significant" outstanding issues relating to the project. "It is quite clear to An Taisce that this project is doomed to fail," he said. "From day one, it was really all about oil – both the need for facilities to allow the import of larger tankers in more profitable quantities, but also the necessity to move the recently built oil terminal away from human habitation." **Source : irishTimes**



Above seen the **COSTA FAVOLOSA** on anchorage in front of Dubrovnik @ 19.11.2011.

Photo : Marko Gadzic ©

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Harwich Bathside Bay port development start date unclear

The port is expected to create an estimated 700 jobs when it is completed

The developers of a proposed £300m container port in Essex have said they are still unsure when work will begin on the site. The government confirmed earlier this week that planning permission given in 2006 had been extended for a further five years. Paul Davey, from Hutchison Ports UK, said: "There is not really the prospect of the port in the very short term." Beyond that, it really does depend on the economic recovery."

The project will see the quay almost doubled in length to 2,500 metres (8,202 ft), allowing up to four deep sea container vessels at the port at one time. It is expected to create about 700 jobs. Mr Davey added: "We've always said Bathside Bay would be built according to market demand and that very much remains the case.

"We remain committed to it and are also confident that demand will materialise. "What we, the government and everybody is unsure about, is exactly when that will come." Tendring District Council confirmed applications made to it in January requesting more time would not be called in by the government. A further application regarding upgrades to the A120 into the town is still being considered by the minister for planning, Greg Clark. His verdict is expected at the beginning of 2012. Mr Davey said before this was resolved, no work could begin.

He said: "The government decided it wanted us to put the road in place beforehand. "What we've applied for is to allow us to start the reclamation of Bathside Bay before the road improvements are put in place." He added that work

would not start until the second phase of development at its Felixstowe port was completed. Earlier this week, the Conservative leader of Tendring District Council, Neil Stock, said the delays had been "disappointing", but believed it would be a "huge boost" to the area. He said: "It is the major catalyst for regeneration in Tendring." **Source : BBC**



The successful load-out this month of the **Chevron Erawan FSO II** turret at the **PJOE yard** in Penglai, P.R. of China, onboard the Japanese owned vessel **Tsukiboshi**. The vessel is a self-propelled 75 x 26 m flat deck cargo vessel. Turret is built at **PJOE** under a subcontract to **Sofec**. **Photo : Tony Schenk ©**

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OLDIE – FROM THE SHOEBOX



A Blue funnel line vessel which served the route United Kingdom, the Far East and Australia.

Painting : Walter Thomas - Coll. Kees van Huisstede

BOEKBESPREKING

Door : Frank NEYTS

“De gekaapte kaper”

Als nummer vier in de reeks ‘**Sailing Letters Journaal**’ verscheen bij uitgeverij Walburg Pers “**De gekaapte kaper. Brieven en scheepspapieren uit de Europese handelsvaart**”.

Nederland en Engeland hebben nogal wat zeeslagen met elkaar uitgevochten. Over en weer werden schepen tot zinken gebracht of veroverd. Scheepsladingen werden, samen met de aanwezige post, tot ‘prijs’ verklaard. De Engelsen maakten keurige beschrijvingen van de Nederlandse buit en de bemanningen van de gekaapte schepen werden uitvoerig verhoord. De versalgen daarvan werden – samen met honderdduizenden in beslag genomen papieren – eeuwenlang bewaard, aanvankelijk in de donkere kelders en tochtige zolders van de Tower of London en later in The National Archives. Niemand keek ooit om naar deze unieke verzameling, die meer dan 38.000 zakelijke en persoonlijke brieven bevat van en aan Nederlandse zeelieden, kooplieden en hun familie. Veel van deze brieven bereikten nooit hun bestemming. Sommige zijn tot op de dag van vandaag niet eens geopend. Pas in 1980 werden deze ‘Prize Papers’ door een Nederlandse onderzoeker ontdekt. Het bestaan van deze archiefschat bleef echter slechts in kleine kring bekend. De omvang van het materiaal is indrukwekkend en uniek en de brieven zelf geven een goed beeld van het alledaagse leven in de 17de en de 18de eeuw.

Ieder ‘**Sailing Letters Journaal**’ bevat transcripties van opmerkelijke brieven en documenten. “**De gekaapte kaper**” is geheel gewijd aan de Europese vaart, met onder andere verhalen over de handel op Riga, Turkije en Marokko, walvisvaart en kreeftenhandel. In dit journaal worden vooral zakelijke documenten gebruikt en zijn de transcripties zoveel mogelijk in de lopende tekst verwerkt.

“**De gekaapte kaper**” (ISBN 978-90-5730-772-3) telt 142 pagina’s en werd als hardback uitgegeven. Het boek bevat ook een cd-rom en kost 19.95 euro. Aankopen kan via de boekhandel of rechtstreeks bij Uitgeversmaatschappij Walburg Pers, Postbus 4159, 7200BD Zutphen. Tel. +32(0)575.510522, Fax +31(0)575.542289. . In België wordt het boek verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. 053/76.72.26, Fax 053/78.26.91, E-mail: info@agorabooks.com

.... PHOTO OF THE DAY



Canal Sea Services Voith Schneider tug **CANAL SERVICES 15** seen returning to base in Constanta.

Photo : Capt. Jan Plug ©

Built in 1979 as **MARSEILLAIS 18**, > 1979 **CHAMBON MISTRAL**, > 1989 **MISTRAL**, > 1993 **ABEILLE CHAMPAGNE** (20), > 2002 **CHAMPAGNE** > April 2011 **CANAL SERVICES 15**

Callsign: YQHC Flag: Romania Length: 39.50 m Width 11.42 m.Engines Wartsila 4400 HP.