



Number 326 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Tuesday 22-11-2011**

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The scrapping of the ALPHONSE LETZER seen ongoing in Gent (Belgium) with the scrapping of this "proud tug" also the last tug with the name "Letzer" disappears
The above photo is a sad view on the end !

Photo : Richard Wisse ©

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

Another spill shows huge risks with deep sea oil drilling

Petrobras who is planning to drill off the east coast of New Zealand has been involved in another deep sea oil spill. This is happening at the same time as John Key has been secretly meeting with oil executives to discuss drilling here.

"This latest spill shows once again just how dangerous deep sea oil drilling, how many disasters do we need before the Government listens to reason and shelves its plan to set up deep sea oil rigs here, said Green Party Co-leader Metiria Turei. Petrobras, a Brazilian oil company, are part owners of an oil field northeast of Rio de Janeiro where a leak has developed. The company has a history of accidents with 27 oil rig blowouts since 1980 and 282 deaths from accidents, explosions and fires in the last 15 years. They have been given permits to look for oil off New Zealand's east coast.

"The Government is putting our coastlines and our clean green future at risk by allowing deep sea oil to be set up here, said Mrs Turei. Last week John Key had a secret meeting with Anadarko Chief Executive James Hackett presumably to discuss how to set up deep sea oil rigs in New Zealand. Anadarko had a 25 percent stake in the Deepwater Horizon rig that exploded and sunk, spilling over 600,000 tonnes of oil into the sea. This has had a massive negative impact effect on the marine and coastal environment.

"John Key should be talking to the people of New Zealand about their concerns not making deals with oil companies," said Mrs Turei. "If there is a leak from a deep sea oil rig there is no easy way to stop it. The consequence for New Zealand's environment, economy and reputation would be catastrophic. "A deep sea oil spill would be even worse in New Zealand because we are so far away from any support. We have seen the damage done by the Rena oil spill – a deep sea oil disaster would be hundreds of times worse. "The Green Party is committed to looking after our beautiful coastline and ocean and has developed a plan to prevent oil spills, and to be prepared for coastal accidents when they do happen, said Mrs Turei.

The Green Party launched a five-part plan to protect our shores from oil spills on Thursday. It includes:

1. Introduce a moratorium on deep sea oil drilling and exploration;
2. Set up an independent inquiry into the speed of the Government response to the Rena grounding, maritime regulations, and the capacity of our maritime services to respond to accidents;
3. Implement higher standards for coastal shipping that support the use of local crews and ships that know New Zealand waters and hazards;
4. Build Maritime New Zealand's oil spill response capability and infrastructure; and
5. Introduce a stronger legal framework so that when accidents do happen, that the New Zealand taxpayer does not have to pay for the clean-up.

For more information : Green Party Oil Protection Plan @ <http://www.greens.org.nz/oilspillprotection>

Source : Scoop



The new 7450 TEU 299 mtr long **MAERSK LETICIA**, delivered earlier this year by Daewoo Shipbuilding & Marine Engineering Co., Ltd., Geoje/South Korea seen in Rio Grande – **Photo : Marcelo Vieira ©**

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Medbulk ship **CIELO DI VANCOUVER** seen inbound to Vancouver harbour Nov 19th 2011

Photo : Robert Etchell ©

Rena owners apologise, say insurance will pay

The owner of the stricken cargo ship **Rena** have again apologised for the disaster, and said its insurance company will



be paying for the salvaging of the vessel. In a statement to media, **Costamare** apologised "to the people of New Zealand and particularly to those living around the Bay of Plenty and surrounding areas". "The efforts of our appointed salvors, with the excellent support of Maritime New Zealand, have removed just about all of the oil on board and we thank and congratulate them for their efforts. We also thank the thousands of volunteers who have helped clean the beaches," the Greek shipping company said.

"Our insurers are working closely with the salvors and will be paying for the costs of removing the oil from the vessel.

"Our insurers will also continue to pay for the costs of salvaging the cargo and the vessel. In this respect, now that the oil has been removed, the focus will shift initially to the removal of the containers. "Costamare will continue to assist the authorities with their investigation into the circumstances of the incident." Meanwhile, Tauranga residents are being warned that wayward shipping containers could be dragged ashore near their homes as more details emerge over the next step in salvaging the stricken Rena. And the container ship could be deliberately broken apart so salvors could remove the containers in the vessel's hard-to-reach holds, Maritime New Zealand salvage unit manager Kenny Crawford said. The job of removing the 1280 containers on the ship, predicted to take several months, has begun at promising speed after salvors used a crane to load 20 on to the tug **Go Canopus**, bringing the number removed to 23.

Officials had earlier said only about three to four containers would be off-loaded each day. Maritime New Zealand said operations will continue today as long as conditions remain favourable, but weather is forecast to deteriorate. Media representatives watched salvors harnessed to the Rena guide several of the huge containers from the battered ship, which remains on a 22-degree lean. Mr Crawford told the Herald while the rate "looked pretty good", each of the containers presented a challenge. "Every container is going to have its own story. And it's not just a case of pick this one, pick that one - they take it step by step."

The job was exhausting for Svitzer's 35 salvors, who were having to carry bulky equipment on listing decks amid the foul smell of rotting food. "It's a real task - these guys' legs are starting to hurt and their ankles are getting really sore - ultimately it's not a comfortable place to be." But despite the dangers it was not a life-threatening situation, he said.

"They're not going to do anything unless it's totally safe to do so." They have fixed GPS transponders to 220 of the containers most likely to fall and to 10 with hazardous substances. The 800 containers below decks also had to be retrieved. One hold was submerged and water-logged and Mr Crawford said breaking open the ship was one option when getting to the containers. If the weather smashed the Rena apart first, he said a priority would be to keep open shipping lanes to the Port of Tauranga, which has estimated it would lose \$500,000 for each day it had to close. Of the 88 containers that have tumbled overboard, just 19 have



been recovered. Those containers off-loaded from the ship were being brought into a special area at the port and those that needed treatment would be taken to Mt Maunganui's waste transfer centre. But floating containers which could not be recovered by barges would be marshalled on to the beach for collection at Harrisons Cut at Papamoa. Tauranga City Council was seeking a resource consent for the process and had written to residents in the area, among them David Armstrong. "After six weeks of waiting for the beaches to be re-opened, it is hardly the news we were expecting," he said. Mr Armstrong believed the containers started their journey in the port - "and they need to go back to the port". Tauranga mayor Stuart Crosby said council members would discuss the issue on Monday and could reveal little of the plan, but said any effects of the containers would be "mitigated to a high standard". Source: Nz Herald

Photo's : Maritime New Zealand



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Referring to newsclippings 324, above seen the **SMART** moored in Curacao, the 1960 built 49.5 mtr long **SMART** will service the route Curacao <> St Domingo - Photo : John Smit ©

Two airlifted in incidents off Irish coast

The Coast Guard is involved in two separate operations to airlift two men taken ill off the Irish coast.

A sick crewman has been airlifted from a British submarine around 320km off Erris Head on the Co Mayo coast.

A British Coast Guard Helicopter, which flew from Stornoway in the Outer Hebrides, arrived at the submarine and airlifted the man from the vessel at about 10am this morning. The helicopter is now flying to Sligo Airport, where it will

refuel before bringing the man to hospital in Glasgow. A fixed-wing aircraft, also based at Stornoway, has been flying with the helicopter to provide cover. The man is believed to be suffering from abdominal pain, but the details of his condition are not known. The Irish Coast Guard has been assisting in the operation.

Crewman airlifted from oil rig

In a separate incident the Shannon Coast Guard Helicopter was called out to an oil rig off the south coast, off the Old Head of Kinsale, to airlift a sick crewman to hospital in Co Cork. The man, who is believed to be Scottish, was on board the [Arctic 3 rig](#). It is understood he was suffering from abdominal problems, though the illness is not believed to be life threatening. **Source : rte.ie**



The [HOEGH KOBÉ](#) seen moored in Cape Town – **Photo : Aad Noorland ©**

KR boss points to offshore for yard growth

According to Oh Kong-gyun, chairman and ceo of the Korean Register, the global shipbuilding sector should seek growth opportunities from the offshore industry. Speaking at the 4th Seoul International Shipbuilding and Maritime Conference (SIMS) in Korea this week, Oh explained that while the world fleet is continuing to grow, the number of new orders decreased within the period 2006-2009.

“It can be assumed”, he said, “that over the coming 10 years, the yearly average newbuilding order book will be less than that of the past 10 years. The demand for containers, tankers and LNG carriers will decrease, while the construction of offshore platforms will show strength in the market place owing to a high demand for energy, increased investment in the exploitation of oil and gas and higher oil prices. The increased demand for deep-sea crude oil and natural gas will also lead to heightened newbuilding activities for deep-sea oil platforms. The operational areas for these platforms will be mainly in Africa and the Gulf of Mexico.” **Source : Seatrade Asia**

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Above seen the 1976 built PAN flag offshore tug/supply vessel **GOLFO DE BENGALA** offshore Malta awaiting orders on Thursday 17th November, 2011. Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com ©

Moeilijke redding gewaardeerd



Vrijdagavond 18 november, tijdens het jaarlijkse etentje van de Hoekse KNRM vrijwilligers werd een waarderingsbetuiging overhandigd aan de bemanning die op 8 oktober 2011 waren betrokken bij de redding van een zeeman. De zeeman was door een ongeval met een vrije val sloep in zee gekukeld en heeft daarbij een open onderbeenbreuk opgelopen. Toen de KNRM reddingboot ter plaatse was lag de man al drie uur te dobberen in vier meter hoge golven. Door het manhaftig optreden van schipper en bemanning is het opstapper **Jerry Bezuijen** geweest die de sprong heeft gewaagd en het is gelukt de man uit zijn hachelijke positie te praten. Vervolgens werd de zeeman met een 'gouden greep' aan boord van de reddingboot **Jeanine Parqui** gehaald.

Directeur **Roemer Boogaard** van de KNRM was speciaal naar Hoek van Holland gekomen om namens de raad van bestuur en directie de waardering te overhandigen aan de bemanningsleden die betrokken waren bij deze moeilijke

redding. De Hoekse KNRM vrijwilligers bij deze redding waren: schipper **Jan van der Sar, John de Vos, Paul Slijk, Arie van der Ende, Jerry Bezuijen, Marc Borger, Martijn Hageraats** en **Wouter van der Hout**.

De letterlijk tekst op de waarderingbetuiging van **Koninklijke Nederlandse Redding Maatschappij** luidt als volgt:

De Raad van Toezicht en Directie van de **Koninklijke Nederlandse Redding Maatschappij** betuigen hun dank aan het reddingstation Hoek van Holland voor de succesvolle redding van een zwaargewonde zeeman van het Deense m.s. **Nordic Nadja** op 8 oktober 2011. Door uitstekende samenwerking, weloverwogen besluitvorming en professioneel handelen van schipper en bemanning werd de gewonde zeeman gered uit een losgeraakte vrije val reddingssloep bevrijd. De vier meter hoge golven, de bijna ontoegankelijke sloep en het immobiele slachtoffer maakten deze reddingsactie uitzonderlijk moeilijk. **Getekend, IJmuiden 18 november 2011 door C. van Duijvendijk, voorzitter raad van Toezicht en R.A. Boogaard, directeur KNRM.**



SMS Towage Ltd's tug **GUARDSMAN** was the stern tug on the Pioner class freighter **IVAN RYABOV** as she arrived at Hull in dense fog this morning. **GUARDSMAN** is one of ten tugs with 'MAN' names operated by SMS on the Humber.

She was previously named **KWAI CHUNG** and operated in Hong Kong until she was acquired by SMS in 2009.

Photo : Simon Smith ©

CASUALTY REPORTING

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FERRY RAN AGROUND



The VEOLIA ferry **PRINS WILLEM ALEXANDER** ran aground yesterday afternoon at departure from Vlissingen bound for Breskens at the western breakwater of the port of Vlissingen, the **MULTRATUG 9** refloated the ill-fated ferry later which was towed to Scheldepoort – Photo's : Willem Kruit ©



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Cargo ship with 21 crew missing in South China Sea

The cargo ship **Bright Ruby** is believed to have sunk in the South China Sea on Monday leaving 21 crew missing, South Korea's Yonhap news agency reported. The 15,000-tonne ship ceased to be contactable after leaving Penang in Malaysia, but four crew were rescued by Hong Kong and Vietnam maritime police, the report said. The missing include nine South Koreans, it said, without giving further details. "The ship is presumed to have sunken... we are closely cooperating with Hong Kong and Vietnam maritime police for search of the other crewmen," an official at Seoul's foreign ministry was quoted as saying. **Source : Indiatimes**

NAVY NEWS



The brand new **P 842 FRIESLAND** seen at the Wandelaar pilot station after getting the pilot enroute Damen– De Schelde yard in Vlissingen for outfitting.

Photo : Ronald Ribbe - <http://communities.zeelandnet.nl/data/orifocus/> ©

San Diego (LPD 22) Successfully Completes U.S. Navy Acceptance Sea Trial



Huntington Ingalls Industries announced that the company's sixth amphibious transport dock, **San Diego (LPD 22)**, successfully completed her U.S. Navy acceptance trial this week. The ship returned to Ingalls Shipbuilding Thursday after a two-day sea trial. "It's amazing what 25,000 tons of steel can do sailing through the Gulf of Mexico," said Doug Lounsberry, Ingalls Shipbuilding's vice president and program manager, LPD 17 program. "These two days at-sea prove the excellent skill and craftsmanship of an Ingalls shipbuilder. It's teamwork at its finest, and presenting the ship capabilities to the Navy's Board of Inspection and Survey (INSURV) provides an opportunity to show off our shipbuilding talents. I am proud of our LPD 22 team and all of the shipbuilders who played a part in this trial's success."

With the INSURV Board observing, Ingalls' test and trials team thoroughly tested the ship's main propulsion, steering, communications suite and deck missions systems. Many tests, including anchor handling, ballasting/de-ballasting the well deck and ventilation systems were performed while at sea.

"The INSURV board had the opportunity to judge the ship's performance, and because of Ingalls/Navy collective efforts, we received very good ratings," said Richard Schenk, Ingalls Shipbuilding's vice president, test and trials. "The expertise displayed by the test and trials and program office team to ensure every exercise and test was achieved within a very short time period was great. We have very devoted folks who diligently prepared San Diego to be ready for these critical sea trials, and they are among the best in the business."

Shipbuilders will spend the next month putting the final touches on LPD 22 before the amphibious transport dock ship delivers in mid-December.

The LPD 17-class ships are a key element of the Navy's ability to project power ashore. Collectively they functionally replace more than 41 ships (the LPD 4, LSD 36, LKA 113 and LST 1179 classes of amphibious ships), providing the Navy and Marine Corps with modern, sea-based platforms that are networked, survivable and built to operate with 21st century platforms, such as the [MV-22 Osprey](#).

Ingalls has built and delivered the first five ships in the class and, including LPD 22, there are five more currently under construction.

Last Bulava test launch can be postponed

The final test launch of Russia's newest intercontinental ballistic missile Bulava can be postponed to next spring because of the weather conditions in the White Sea, Russia's Defense Minister says. The last test launch of the Bulava missile is planned for the end of November and will involve at least two missiles, RIA Novosti has reported, citing a source in the defense industry. The launch will be conducted by [Yury Dolgoruky](#), the first vessel of Russia's new Borey nuclear-powered strategic submarines.

According to Defense Minister Anatoly Serdyukov, the launch can be postponed to 2012:

- We are planning one more launch this year, and so far everything is going according to the plan. I don't think the weather should give us any problems. If the weather suddenly should overthrow our plans, we will move to the month of May, at the latest, Serdyukov said on Friday, according to RIA Novosti.

As BarentsObserver reported, [Yury Dolgoruky](#) has to have at least one more missile test launch before it can be delivered to the Pacific Fleet. The hand-over was planned to take place in 2011, but the Defense Minister's statement can be interpreted as a reservation from the deadline.

The Borey-class is the first strategic nuclear powered submarines to be commissioned to the Russian Navy since the early 90-ties. [Yury Dolgoruky](#) has three Bulava test launches – in June, August and October. Source : [BarentsOnserver](#)

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Financially Strapped Spain Delaying Submarine Delivery

Spain is facing delays to the delivery of its new [S-80A submarines](#) due to Ministry of Defence budget cuts that are expected to push back the delivery date by up to two years beyond the original date of 2013, according to Jane's.

Shipbuilder [Navantia](#) says the Spanish navy had requested the delay and will see one boat enter service every year after the first of the four boats is delivered, the magazine reports. Spain is one of the European countries that is looking like it is on the verge of financial collapse.

The navy had hoped to acquire six of the new submarines, though no Spanish government is likely to approve the requisite increase in spending in the near future, and there are even rumours that the government may opt to sell one or more of the boats currently under construction, according to reports. Source : [OttawaCitizen](#)

SHIPYARD NEWS



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General Dynamics Bath Iron Works Lays Keel of DDG 1000, First Zumwalt-class Destroyer

On Thursday, November 17, General Dynamics Bath Iron Works celebrated the keel laying of **Zumwalt (DDG 1000)**, the first ship in the planned three-ship Zumwalt class of guided-missile destroyers. The keel unit is the 4,000-ton, heavily outfitted mid-forebody section of the ship, which was moved from the shipyard's Ultra Hall construction facility onto the building ways in late October. The ship is named for ADM Elmo Zumwalt (1920-2000), regarded as the father of the modern Navy. He served with distinction on destroyers during WWII in the Pacific and later oversaw littoral operations during the Vietnam War. In 1970, he was named the youngest-ever chief of naval operations. He



applied his vast knowledge of sailors and ships to modernize the U.S. Navy, introducing major policy changes to boost morale and create greater efficiency while also conducting a campaign against racism and sexism throughout the fleet.

A special steel plate containing the initials of ADM Zumwalt's four children, daughters and ship co-sponsors Ann Zumwalt and Mouzetta Zumwalt-Weathers, LtCol James G. Zumwalt, USMC (Ret.), and Elmo Zumwalt III, now deceased, was prepared for the ceremony. The Zumwalts authenticated the laying of the keel by striking welding arcs onto the steel plate, assisted by Carl Pepin, a 33-year BIW welder.

The principal speaker was RDML Ann C. Phillips, USN, Director Surface Warfare Division, in the

Office of the Chief of Naval Operations.

Jeff Geiger, Bath Iron Works president, said, "We were pleased to have members of the Zumwalt family and distinguished Navy representatives with us to commemorate this important milestone in the construction of this ship."

The DDG-1000 Zumwalt-class destroyer is the U.S. Navy's next-generation, guided-missile naval destroyer, leading the way for a new generation of advanced multi-mission surface combat ships. The ships will feature a low radar profile, an integrated power system and a total ship computing environment infrastructure. Armed with an array of weapons, the Zumwalt-class destroyers will provide offensive, distributed and precision fires in support of forces ashore. Bath Iron Works is the lead designer and builder for the program which employs approximately 5,500 people.

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The Japanese operated bulk carrier **Opal Stream** shifting berth at Lyttelton to load coal for Japan.

Photo : Alan Calvert ©

Port of Temryuk ten-month exports grow 29.8 percent

Cargo traffic at the port Temryuk in January-October 2011 increased by 29.8 percent over the same period of 2010, to 2,180,000 tons, the Port Authority said. Ten-month volume of outbound cargoes includes 131,500 tons of timber cargo, 19,500 tons of scrap metal, 97,600 tons of chemicals, 1,180,500 tons of general cargo, 256,700 tons of grain cargo, 97,000 tons of fertilizers, 73,800 tons of non-ferrous metals and 323,000 tons petroleum products.

LPG throughput of LLC Maktren-Nafta for the period totaled 85,700 tons.

Port of Temryuk is located on the Taman seashore of the Azov Sea. The port has 1,2km-long waterfront. The port of Temryuk handles primarily general cargoes, round timber, lumber, metal. In 2010, throughput of the port of Temryuk declined by 7.4% year-over-year to 1,95 million tons. LLC Maktren-Nafta is the only Russian terminal of projected annual capacity of 1 million tons, designed for year-round reception, storage and handling of liquefied gases. Waterfront facilities of the terminal and the access channel enable the port to accommodate vessels of capacity of up to 5,000 cbm. **Source : PortNews**



Helaas voor de bemanning van de **RT Leader** heeft Americo zijn wortel op de **RT Champion** al gevonden. Nu maar afwachten of de bemanning van de **RT Leader** of de bemanning van de **RT Champion** zich het beste hebben gedragen dit jaar ;-) - **Photo : Crew RT Champion**

Iron ore pushes Baltic Index to 2-week high

Growing ship supply set to cap dry bulk freight rate gains in coming months

The Baltic Exchange's main sea freight index, which tracks rates to ship dry commodities, rose to its highest in over two weeks on Wednesday, helped by iron ore cargo bookings to China. The overall index rose 38 points or 2.06 per cent to 1,884 points in a second day of gains. Prior to Tuesday's move higher, it had fallen for two sessions.

'(Capesizes have been) pushing up on increased general demand, and Atlantic activity in particular,' broker Fearnleys said. Iron ore shipments account for around a third of seaborne volumes on the larger capesizes, and brokers said that price developments remained a key factor for dry freight. 'We continue to expect rates to remain volatile, with our bias for rates over the near-to-intermediate term remaining negative given the growing supply of tonnage in the market,' said Wells Fargo Securities senior analyst Michael Webber. Iron ore rose to its highest in nearly a month as spot prices gained for a 12th day in a row, with firmer steel prices in top consumer China encouraging more buying of the raw material and helping it recover from last month's slump.

Capesizes, which typically transport 150,000 tonne cargoes such as iron ore and coal, had driven a recent rally helped by firmer coal and iron ore exports from Australia and Brazil to China as well as a pick-up in Japanese coal imports.

The Baltic's capesize index rose 3.7 per cent on Wednesday, with average daily earnings reaching US\$28,590 in a second session of gains and at its highest in almost three weeks. Last month, they hit their highest level since November 2010. '(Capesize) tonnage lists are now looking fairly tight in both basins, and we are still seeing good inquiry levels, which are looking enough to support the market for the time being,' Greek broker Intermodal said. 'This, however, seems to be only temporary as there are many signs in the market of weakening demand for both iron ore and coal in the fourth quarter.'

In August, the overall index, which gauges the cost of shipping commodities including iron ore, coal and grain, dropped to its lowest in more than three months after falling for 18 consecutive sessions. It has remained erratic, and

is still down over 15 per cent from the same period last year. The Baltic's panamax index rose 0.85 per cent. Average daily earnings for panamaxs, which usually transport 60,000 - 70,000 tonne cargoes of coal or grains, reached US\$14,265. Growing ship supply, which is outpacing commodity demand, is set to cap dry bulk freight rate gains in the coming months, with economic uncertainty and a slowdown in China adding to headwinds. 'It is likely that we will see a number of owners who are pressured by high debt, selling their capesize vessels and in effect exiting this size segment before the market is burdened with further new deliveries,' Intermodal said. 'Of course, the recent recovery in capesize rates has been substantial these last three months, but this cannot be taken as something permanent since the continued overcapacity will most probably push for another collapse within next year if not earlier.' Source : Reuters

DFDS Seaways test inzet van grotere schepen in Gentse haven



De **TOR FREESIA** bij de eerste aankomst op weg naar Gent –
Photo : Richard Wisse – www.richard-photography.nl (c)

Op donderdag 17 november 2011 start het Deense scheepvaartbedrijf DFDS Seaways met een bijzondere test in de haven van Gent. Omwille van de groeiende handel van en naar België onderzoekt DFDS Seaways of grotere schepen geschikt zijn voor de Belgische wateren. Om 8 uur vanochtend kwam het schip **TOR FREESIA** in de Gentse haven aan. Het schip, dat 30 meter langer is dan de reguliere schepen op deze route, zal speciaal voor dit onderzoek één week van en naar Gent varen. Het Havenbedrijf Gent steunt deze testen ten volle. DFDS laat onderzoeken of het schip **TOR FREESIA** geschikt is om de haven van Gent veilig binnen te varen en weer te verlaten zonder enige hulp van sleepboten. De **TOR FREESIA** is, samen met drie andere schepen, in 2008 met 30 meter verlengd om te kunnen voldoen aan de groeiende handel over zee. Door de verlenging van 199,80 tot 229,80 meter heeft het schip een capaciteit van 306 trailers. Dit is 24% meer dan de huidige schepen kunnen vervoeren op deze route. Het resultaat van het onderzoek is erg belangrijk voor de toekomstige inzet van DFDS schepen. Indien de **TOR FREESIA** met succes kan manoeuvreren door de haven van Gent dan kan DFDS zijn schepen flexibeler inzetten op de verschillende routes, afhankelijk van het ladingsaanbod. Daarnaast kan DFDS met de inzet van grotere schepen de transportkosten verlagen en beter voldoen aan de milieuwetgeving. Het Havenbedrijf Gent voorziet alle steun aan deze testen om met grotere schepen de haven in- en uit te varen. Wereldwijd worden immers steeds grotere schepen ingezet. Ook de Gentse haven dient zich hier verder op toe te spitsen. Bovendien past deze steun in haar strategie om de activiteiten van bestaande bedrijven in de haven mee verder te ontwikkelen.

DFDS Seaways is sinds 1981 actief in Gent. Wekelijks biedt hetzels afvaarten aan naar Göteborg (Zweden) en één afvaart naar Brevik (Noorwegen). Naast de route op Göteborg baat DFDS ook nog een containerlijndienst uit tussen Noorwegen en Gent waarbij papier de basislading vormt. De route naar Zweden biedt transport aan de auto-, staal- en andere industriële sectoren. DFDS Seaways transporteert zowel trailers, containers, auto's, vrachtwagens als machines. Drie schepen varen op de route naar Göteborg: de **MAGNOLIA SEAWAYS**, **PRIMULA SEAWAYS** en **PETUNIA SEAWAYS**. Het schip **PRIMULA SEAWAYS** heeft nu tijdelijk van route gewisseld met de **TOR FREESIA**.

Normaal vaart de **TOR FREESIA** op de route van Göteborg (Zweden) naar Immingham (Groot-Brittannië). Ook DFDS Logistics heeft een belangrijke vestiging in Gent. DFDS is het grootste geïntegreerde Noord-Europese scheepvaart- en logistieke bedrijf. DFDS Seaways heeft een netwerk van 25 routes met 50 vracht- en passagiersschepen. DFDS Logistics verzorgt vrachtoplossingen in Europa via trailers, containers en het spoor. DFDS heeft 5.000 medewerkers in 20 landen en de inkomsten zullen 1,6 miljard euro bereiken in 2011. Het bedrijf werd opgericht in 1866, heeft zijn hoofdkantoor in het Deense Kopenhagen en is genoteerd aan de NASDAQ OMX, Kopenhagen.



Above seen the remains of the wreck of the Spanish stranded vessel **Cabo Santa Maria** which stranded in the early seventies at the island Boa Vista (Cabo Verde). **Photo : Kees Schotel**

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India mulls merging Ennore, Chennai ports

The Shipping Ministry is considering merging Ennore port with the Chennai port, reported The Hindu.

This comes in the backdrop of a Madras High Court directive to move coal and iron ore handling to Ennore from Chennai. Ennore Port is the only corporatised major port, and is owned by Chennai Port Trust and the Union Government of India. K Mohandas, Shipping Secretary, said this proposal was one of the considered options but “not seriously on the agenda”. A trustee of the port trust said that the issue has not come up to the board for discussion.

Earlier this year, the Madras High Court directed Chennai port to stop handling “dusty cargo” such as iron ore and coal.

The court directed that such cargo be shifted to Ennore port. In this context, shifting cargo handling staff from Chennai port to Ennore was considered. But, Ennore port, built on a landlord model, has a lean staff structure. Chennai Port has staff strength of about 8,000, while Ennore Port has 90. This is one of the key parameters affecting profitability of the ports. Corporatisation of major ports has been on the agenda of the Shipping Ministry. So, implementing this proposal could go against the spirit of the ministry's move to corporatise major ports unless Chennai port is corporatised first.

Besides, cargo is handled by terminal operators in Ennore Port, leaving no scope for shifting of government staff from Chennai Port to Ennore, said another official, explaining the lean staff structure of the Ennore Port. The Chennai port lost nearly 10 mt of thermal coal to the Ennore port, which came up a decade ago, after it was decided that all the coal for the Tamil Nadu Electricity Board would be handled at Ennore. However, the focus on handling clean cargo, cars and containers helped the Chennai port to get back on track and compensate for the lost cargo. This strategy helped. The port, which handled 43.81 mt of cargo in 2004-05, touched an all time record high of 61.46 mt in 2010-11. The growth has been steady in the last seven years but the suspension of iron ore export from Karnataka was a big setback on the port's handling last year. **Source : portnews**



Maersk Tender, Maersk Laser, Maersk Traveller at anchor in Aberdeen Bay as **Maersk Feeder** makes her way into the Port, 7/11/2011. - **Photo : Iain Forsyth ©**

CMA CGM launches cost-cutting plans

French container shipping group CMA CGM has launched a plan to cut costs by US\$400 million over the next few months in response to the squeeze on the group's finances caused by the collapse in freight rates in the Asia-Europe trades. Group executive officer Rodolphe Saadé said that the savings would affect the whole group and would be accompanied by unspecified service “rationalisations” and asset disposals. Saadé did not go into detail but indicated that there could be some line closures “if necessary” and that asset sales would include some ships, though he said that these would be retained by the group on charter. Speaking to French shipping weekly Le Marin, Saadé said that the group was not in financial difficulty as it had been in 2009, but that the second half of the current year had turned out to be “much more difficult” than the first half.

However, he stressed that the group's cashflow remained positive and in excess of its needs for the remainder of the current year, and that all its investments in new ships had been realised or at least financed. Regarding the outlook for

2012, he said that recovery should not be ruled out even though some commentators were warning that the year would be catastrophic for the shipping industry. "Given the rebound we had in 2010 and into the first few months of 2011, we should be very careful about forecasts," he said. Saadé said that the current shipping crisis was largely concentrated on the Asia-Europe trades, where, despite a 5 percent increase in volumes, there was major overcapacity. Other lines, particularly those serving Africa, the Caribbean and South America, were continuing to offer good prospects. According to Saadé, the large vessels used by the group on its Asia-Europe lines were helping it to withstand the impact of the current overcapacity but warned that the outlook was bleak for smaller operators. "On the Asia-Europe market, it is no longer logical that those who operate small container carriers should continue," he said. "I think clearly that, this time, on the major routes, those who are not big enough will not remain." **Source : Baird**



The dredger **ZEEZAND** seen operating in IJmuiden – **Photo : Hans Blomvliet ©**

Transpetro finalizes STX OSV LPG carrier order



STX OSV Holdings Limited reports that a contract for eight LPG carriers for Petrobras Transportes S.A. (Transpetro) has been made effective. The contract for the construction of LPG carriers was originally signed in July 2010, but not yet included in the orderbook. The total value of the contract is approximately \$536 million, boosting the shipbuilder's orderbook by approximately NOK 3 billion.

The contract provides for the construction of two different types of LPG Carriers, designed by Hamworthy: Fully pressurized with cargo capacity of 7,000 cu.m (four units) and 4,000 cu.m (two units) and semi-refrigerated with cargo capacity of 12,000 cu.m (two units). The vessels are scheduled to be delivered between 2014 and 2016 from STX OSV's new shipyard currently under development at Suape in the state of Pernambuco, Brazil. **Source : MarineLog**

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Above seen the RNLI lifeboat **DANIEL L GIBSON 17-37** moored in the Troon Marina in the back are seen the **EDWARD DUKE OF WIDSOR 14-22** and the **JIM MOFFAT 14-38** (TROON)
Photo : Brian Climie (Scotland)

G E Shipping contracts to sell a Medium Range product carrier

The Great Eastern Shipping Co Ltd. (G E Shipping) has signed a contract to sell "**Jag Pratap**", a Medium Range (MR) product carrier. The 1995 built vessel of about 45,600 dwt will be delivered to the buyers in Q3 FY20 12. The Company's current fleet stands at 35 vessels, comprising of 25 tankers (9 crude carriers, 15 product tankers, 1 LPG carrier) and 10 dry bulk carriers (1 Capesize, 3 Kanisarmax, 1 Panamax, 4 Supranimax, 1 Handymax) with an average age of 8.1 years aggregating 2.66 mn dwt. The stock was trading at Rs.222, down by Rs.1.90 or 0.85%. The stock hit an intraday high of Rs.223 and low of Rs.218.10. The total traded quantity was 0.13 lakhs compared to 2 week average of 0.11 lakhs. **Source: Equity Bulls**



Above seen the "Boskalis TSHD "**Waterway**" and CSD "**Jokra**" at the Bonny River (Nigeria)"
Photo : Pieter van Vuuren

MARITIME ARTIST CORNER



SV "Lady Cattiva" Oil on canvas by [Willem Eerland](http://www.tableau-maritimecards.nl). www.tableau-maritimecards.nl

OLDIE – FROM THE SHOEBOX



1970 the Smit tug **MISSISSIPPI** seen from the launched lifeboat whilst crossing the Atlantic with a barge from New Orleans to Port Gentil - [Photo : Jaap Bootsma](#) ©

.... PHOTO OF THE DAY



After loading in Aalborg materials for the Norwegian Antarctica Base the **MARY ARTICA** arrived in the port of Zeebrugge to load also materials for the Belgian Antartica base (Princess Elisabeth Station), the vessel departed last Saturday again with destination Cape Town to take bunkers and stores before proceeding to Antartica, At Zeebrugge the vessel was moored and handled at the APM Terminals.

Photo : Frank Neyts ©

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