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**At the ASL shipyard in Singapore yesterday the 85 ton BP Rotortug ® RT TANGO was lifted out of the water in preparation for the departure to Western Europe, the tug is sold to an "undisclosed buyer" and will be renamed SMIT EMU for use in the port of Zeebrugge - Photo : Piet Sinke ©**

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Harms AHT **URSUS** seen with the **BATZ** passing the Singapore Straits, the tug picked up the **BATZ**, which encountered problems with the main engine, near the Cocos Islands and delivered her tow at the Jurong anchorage in Singapore last Friday - **Photo : Piet Sinke ©**

## Greece to allow armed guards on cargo ships against piracy

Greece will let its large commercial fleet employ armed guards to ward against a surge in pirate attacks, the ministry in charge of security said on Friday, satisfying a long-standing shipowner demand.

"To improve safe sailing and crew safety aboard Greek ships crossing seas with increased piracy cases, an initiative has been taken to draft legislation for the embarkation of armed individuals on commercial ships," the ministry said.

The legislation will enable the hiring of a minimum of six guards per ship on six-month contracts that can be renewed, a ministry source said. The new arrangement will mainly apply to Greek-flagged ships but could be extended to vessels sailing through Greek waters, the source told AFP.

This modification will enable Greek-owned ships flying flags of convenience -- around 500 vessels according to the union of Greek captains -- to also be eligible. Greek authorities had initially resisted shipowner calls to beef up security, a move opposed by crews fearing the presence of armed guards will ultimately only result in pirates switching to heavier weaponry to secure their prize. "This measure threatens to set off an arms race with the pirates," said George Tsouris, the head secretary of the Greek captains' union, who has himself fallen victim to pirates on his voyages.

"It could also disrupt the chain of command on board," he told AFP. But the failure of international efforts to address the problem has led to a change of policy with Greece now following the example of Britain, the first European Union state to arm its merchant vessels. Many Greek-owned vessels have been seized by pirates in recent years, resulting in long period of captivity for crews and heavy insurance and ransom costs for shipowners. The International Maritime Organisation has recorded 352 piracy attacks between January and September this year. **Source: AFP**



Brostroms tiny, but very tidy looking tanker **BRO GAZELLE** seen outbound from Rothesay Dock near Glasgow to pick up her next cargo. **Photo : Tommy Bryceland ©**



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## Container shipping industry faced with a crisis

This week saw MISC's, Malaysia's largest ship owner, decision to leave the container market after three years of accumulated losses and focus instead on other segments of the market. It's pretty clear by now to all players involved that the next few months will be equally, if not even more difficult, as Eurozone's problems are persisting. In a latest market insight report, Singapore's Island Shipbrokers' Director of Research, Katharine Cheong-Koh said that the near-term outlook of the general container shipping segment remains very challenged, with significant downside risks, predominantly characterized by a lack in concerted strict discipline amongst industry players to control fleet supply in the market, which could ultimately lead to a prolonged down-cycle with huge disparity between excessive supply and



meagre demand; especially worrisome on the long east-west hauls which desperately needs a strict cut in number of services, idling of vessels, and scrappage.

According to Island Shipbrokers, “as it is, box lifts at major US ports, Europe as well as the top rankings within Asia (intra-asia) only managed single-digit or low teens in throughput growths for the first 8-9 months of this year, together with less-than rosy trade statistics recently announced out from China, Japan etc, these undermine a downgrade of our internal demand growth projections for global container shipping to +4.5% to +5.5% for entire 2011; whilst estimated fleet growth could tip +8% to +9% this year. A persistently strict surplus in supply of between +3% to +4% is seemingly imminent, which then bodes ill for a quick recovery in major freight rates even well into 2012” said the Singapore-based shipbroker. It went on to mention that “some big liner companies which are still the black are still playing outlast, holding back in supply cuts (be it services cut back, idling of vessel or scrappage) despite hearing freight rates dipping to OPEX or even below BAF for A/E route (according to internal calculations, A/E spot freight minus bunker costs runs negative at about –US\$220/TEU!), plus a total failure for the traditional PSS negotiations. Worse, we have witnessed cut-throat price competition rampant in the long-haul markets, with big players pitting to maintain/grow market shares despite the general sector heading seemingly for the biggest doom. Many small companies could soon be squeezed out as a result, or at risk of acquisitions (much later we believe, after balance sheet/Profit and loss statements restored)” said the report.



The **NORTHERN TRUST** seen anchored at the Singapore Anchorage last week, the **NORTHERN TRUST** is built as the **VILLE DE LYRA** in 1993 at the Hyundai Heavy Industries Co Ltd yard in Ulsan Yard under hull number 844 for Karl Schluter GmbH, the vessel was named **CHOYANG PHOENIX** in 1997, and in 2001 in **COSCO NORFOLK**, followed by **COSCO BREMERHAVEN** in 2006 followed by **NORTHERN TRUST** in 2008 – Photo : Piet Sinke ©

Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

According to Island Shipbrokers, “with the current dynamics, we could witness a further cliff-off in spot indices for A/E and TransPacific routes, by approximately 20% going forward from the current US\$540/TEU and US\$1460/FEU. With an internal projection of some loss amounting to approximating US\$800 million to US\$1 billion for each of these routes amongst top participants, it is not hard to understand why many of these bigger trading fleet are being cascaded to the shorter south-south hauls, putting Intra-Asia freight rates at risk as well. On another note, the sudden increase in newbuilding orders (some 2.5 million TEU worth over US\$30 billion in commitments, 70% of order for sizes more than 8,000-TEU on average) recently concluded since June 2010 to the likes of 20 x 18,000-TEU by Maersk, 10 x 14,000-TEU by NOL and another 10 x 13,000-TEU by OOIL certainly look hard for market rationalization going forward, setting up a potential next hurdle for the shipping sector again, by 2013-14 during these deliveries. The landscape for the container shipping sector looks set for a major downward correction in asset pricing, with much activity in the S&P arena likely on distressed sales, whilst freight rates continue to stir a potential bloodbath, amidst expectedly high bunker costs breathing down the necks of all. The overall climate looks seriously depressing, but maybe we can still see a little glimmer in Latin America and Africa, for whatever marginal cargo levels one could pick up” concluded the report. Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide

### Malaysia lets 3 oil storage ships stay in its waters

At least three loaded floating oil storage supertankers have been allowed to remain anchored in southern Malaysian waters, more than three months after the Malaysian government ordered their eviction, industry sources said

yesterday. A total of seven converted very large crude carriers (VLCCs), with a capacity to hold up to about 1.9 million tonnes of crude and fuel oil, were initially reported to be in the Pasir Gudang area when the quit notice was issued in August. Two have managed to get licences to stay in the area: the **One Emerald**, leased by Mercuria, and **Nasa Unity**, jointly utilised by Thailand's PTT and Azerbaijan's Socar, moved further from shore, but are still within the vicinity of Pasir Gudang at Malaysia's southeastern tip, the sources said. A third vessel, the **Front Queen** chartered by Arcadia to carry crude, has also been given a similar permit, the sources added. The Front Queen was not one of the seven VLCCs that had been ordered to leave the area. 'Their new positions are further out, closer to the outer-port-limit fringe, and away from the area slated for development. That's why they have been allowed to remain around the Pasir Gudang area,' a trader said. Malaysian government officials were not immediately available for comment. The Transport Ministry had served the quit notice to the vessels as it seeks to improve access along the shallow southeastern waterway that separates Johor state and Singapore, an area earmarked for major development of the country's oil infrastructure. So far, three of the original seven VLCCs have moved to new locations. The **Brilliant Jewel**, housing Vitol's fuel oil cargoes, has moved to the southwestern port of Tanjung Pelepas, another main anchor point for floating storages. The other two - the **Mayfair** and **Titan Venus**, chartered by ConocoPhillips and Trafigura respectively - have both found new homes at Linggi, southwest of Malaysia, near Port Dickson, the sources said. Traders said ConocoPhillips may be ending its lease of the Mayfair soon. The lease contract on two vessels has also expired, traders said. 'In this backward-dated market, storage of fuel oil is not an attractive option to most players anymore. Linggi is also not the most ideal location for a fuel oil-carrying vessel because it's a little far out to lift supplies from for the bunker market,' another trader said. The **Titan Seema's** short-term lease to carry Vitol's crude supplies has finished, and Vitol has not been seen leasing any new floating storage facilities for crude. The **Ticen Ocean** is also no longer being used by Mercuria to store their fuel oil supplies. The vessel is currently drydocked and may be scrapped, one of the sources said. **Source: Reuters**



The **FAIRPLAY 33** seen outbound from Point Noire – **Photo : Marc Veenstra ©**

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## Container shipping shambles claims first high profile victim

Malaysia's top carrier has decided to exit the container shipping business altogether, tired of having its profitability dragging on the ocean floor. Some pundits are predicting significant consolidation of the container shipping industry as it is hit from all sides by falling demand and burdened with over capacity and high fuel prices. Among the top carriers, it is hard to see where that consolidation will come from and who would even be interested. Maersk buying P&O was the last major merger and it took years to digest the acquisition. However, an Asian carrier has made the first move. It won't be consolidation, but it will be a dramatic exit from the market nonetheless. Malaysian carrier **MISC** announced that it would pull out of the container shipping business by the middle of next year. It may have come as a surprise, but shouldn't have, really. The results from its container division have been dragging the company down like it forgot to raise its anchor. The last three years have seen MISC racking up losses in the box sector totaling US\$790 million. MISC told its investors that the container shipping industry was plagued by over capacity and operators were struggling to be profitable in such a depressed freight rate environment. Liftings are down, bunker fuel is more expensive.



The **BUNGA RAYA DUA BELAS** seen departing Port Chalmers bound for Tanjung Pelepas -Photo : Ross Walker ©

Throwing its hands up, the Malaysian carrier decided to head for the exits. So certain is MISC that the decision is the right one that the line is prepared to absorb the US\$400 million hit that the move out of containers will cost. There are trade alliances to pull out of with early termination of service and operational contracts. This will decimate its 2011 earnings (year end Dec) but the company believes it will be a wise move long term.



The **BUNGA MELATI 6** seen inbound for Rotterdam – Photo : Ria Maat ©



MISC has 16 container ships in its fleet and 14 chartered in. By contrast, the carrier is the world's largest operator of LNG vessels with 29 in the fleet. It also has a giant fleet of petroleum tankers with 53 on the books, 30 chartered in and 11 on order. In addition to the gas and petrol carriers, MISC has 19 chemical tankers in house, nine chartered in and two on order. Dropping the container shipping business will enable the Malaysian carrier to focus on the energy shipping business that is its core specialty and where better margins can be found. **Source: Maritime Professional**



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Van Oord's **OCEANUS** seen during yard trials in the Rotterdam region – **Photo : Willem Harlaar ©**

## **Lagos Ship Explosion - Nimasa Impounds Oil Barge**

In order to undertake full and conclusive investigation, authorities of the Nigerian Maritime Administration and Safety Agency (NIMASA) may have decided to impound the oil barge identified as **MT Britiana-U**, which exploded and killed two persons at the Leventis Bus Stop, Marina, Lagos last Monday. There are suspicions that the barge exploded out of negligence and recklessness, which caused the fire. Registered as no 284481, Brittania-U Nigeria Limited, the owner of the barge, is an indigenous and integrated company incorporated on December 4, 1995 under the laws of the Federal Republic of Nigeria. The Brittania-U group also diversified in 2008 into a downstream sister company known as Nextee Oil & Gas Trading Company Ltd. This was to increase indigenous participation in the downstream sector and as such

started its petroleum products marketing operations. According to a security source, who spoke to THISDAY on conditions of anonymity, some government officials had visited the dockyard Thursday to see the carnage. Their actions, he said, stemmed from the fact that the explosion was said to have been caused by a welder who was working with flames onboard the ship. THISDAY checks revealed that the Chairperson and Chief Executive Officer of the group is one Mrs. Uju Ifejika. Her online introduction reads, "I am Mrs. Uju Ifejika, the Chairperson and CEO of the Brittania-U group, the first of my gender in the Nigerian Energy & Petroleum sector.

"We are an emerging Energy & Petroleum group, achieving laudable milestones in the industry and building partnerships that keep us on the win-win path." The company started business as a medium general enterprise and contracting company with the vision to become an integrated and profitable Nigerian oil and gas company. According to Ifejika, the company's mission is embedded in being a business entity that is professional, ethical, with clear business objectives, growth, profitability as well as customer focused. She noted that since petroleum is their core business, starting from exploration to production, refining, trading, supply and distribution, and marketing, they would respond to local challenges, but act global, to meet international standards of business and operation.

However, their objective is to contribute to the nation's value creation for the well-being of the people through "better quality of life and ensuring a safe environment" amongst others have been questioned with Monday's explosion that culminated in the death of many people and injury of many others. But when contacted, Deputy Director, NIMASA, Captain Warredi Enisuoh, debunked the claim. According to him, "investigations are on-going. So, I did not impound any vessel. I just said they should co-operate with us but if they do not, then there will be trouble. "But for now, we have no reason to impound the vessel and that is because it is a local vessel and so within our reach anytime we want to go onboard to clarify issues. "If it were a foreign vessel, then we would impound it because there is every possibility of its absconding from the dockyard to avoid the penalties of their actions."

Disclosing the intent of their inspection, he said: "We did not go there to blame anybody rather to discuss on ways to prevent future cases like this from happening. "Although investigations are ongoing, we have to come out with a plan that would outline the lessons that we have learnt from this incident and then finally make the required changes." When THISDAY went back to the scene of the incident Thursday, tight security was mounted outside to prevent anyone from entering the premises. One of the security guards, who spoke to THISDAY in confidence, said the owner of the ship was around to take the NIMASA team around the entire ship for inspection. However, all efforts by THISDAY to talk to some of the victims in the explosion proved abortive. At the United Bank for Africa's (UBA) parking lot where about seven cars were affected in the Monday explosion, only three were left behind. Checks revealed that the shipping company had agreed to pay for the cost of repairs of the affected cars. Despite claims that two people lost their lives in the inferno, the General Manager, Lagos State Emergency Management Agency (LASEMA), Dr. Femi Oke-Osanyintolu, said only one person died in the incident. Others that sustained injuries, he said, were rushed to the hospital for treatment where they are receiving adequate care. He blamed the explosion on the leakage of gas from some of the cylinders aboard the vessel as it was undergoing repairs. **Source : AllAfrica**



The hard working **RYNDAM** deck department happily celebrate another successful US Coastguard inspection in the beautiful home port of Tampa, Florida.



## Maersk plans idling of ships

Maersk Line will announce plans to cut its shipping capacity on Asia-Europe routes next week due to the impact of the euro-zone debt crisis on international trade, reported Dow Jones Newswires. Tim Smith, the company's chief executive for the North Asia Region, said overcapacity remains a key concern for the global shipping industry. Maersk Line is a unit of A P Moller-Maersk. "I think it's very clear now that we've seen, collectively, we're ordering more capacity than we really need for the short term," he said on the sidelines of a shipping conference in Hong Kong.

He added the company would consider idling more capacity after the Lunar New Year, which falls on January 23 next year. While lingering concerns about the European debt crisis are weighing on demand for trade on European routes, Smith said the prospects for transpacific routes are better amid signs of a gradual recovery in the US economy. Freight rates have plunged to unprofitable levels this year as a result of overcapacity in the market. Maersk Line said earlier it expected its container shipping business to post a loss for 2011 mainly due to weak rates on Asia-Europe routes.

Source : PortNews



The Rotortug ® **RT SAMBA**, sistership of the above seen **RT TANGO**, seen yesterday "dry" at the **ASL yard** in Singapore for cleaning and inspection prior departure for Western Europe, to be used in the port of Zeebrugge, Achieving a bollard pull in excess of 86 tons ahead and astern in a hull with an overall length of only 28 meter length and a beam of 12 meter, combined with the unique capabilities of a Rotortugs such as towing in all directions, the tugs are considered being amongst the worlds most powerful harbor tugs. The tugs are equipped with three ABC 8DZC engines of over 1800kW each driving 3 Schottel SRP1215 controlable pitch azimuth thrusters. The classification is Bureau Veritas and the notation further mentions Ice Class and Fire Fighting 1. Delivery is planned the first or second week of December, the tug **RT SAMBA** will be renamed in **SMIT KIWI** prior departure - **Photo : Piet Sinke ©**

Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)



The **PANORMITIS** (ex **SIMOON**) seen enroute Rotterdam – Photo : **Leen van der Meijden** ©

## Top Transocean manager to quit after 30-year stint

**Transocean Ltd**, owner of the world's largest offshore drilling fleet, announced the departure of a former high-flying executive as the company struggles to improve its performance. **Arnaud Bobillier**, after three decades with Transocean and a predecessor company, agreed on Wednesday to resign at the end of the year, though the 55-year-old will stay on for six months as an adviser. While Mr Bobillier is listed among the five executive officers at Transocean, a spokesman said that changed with the executive vice-president's move to focus on operations integrity from his previous responsibility for asset and performance in August. The spokesman declined to comment further.

Earlier on Wednesday, independent analyst Lenny Zephirin predicted a bumpy ride for Transocean, which has lost more than a third of its value this year as it battles to get its fleet up to the rigorous standards that have followed the Gulf of Mexico spill. 'Despite the uncertainty surrounding Transocean, we are surprised by the level of difficulty the company is facing in its execution front,' Mr Zephirin wrote, adding that the company should focus less on improving its image and more on cutting debt and on spinning off less-capable rigs.

In a symbolic blow and a sign of the challenges Transocean faces, the Switzerland-based company recently lost its top spot by market capitalisation to Seadrill, despite the fact it has more than twice as many rigs. Mr Bobillier, who earned his engineering degree in fluid mechanics and thermodynamics in France, first became a named executive officer in 2010, after a previous role at the top of Transocean's Europe and Africa unit. **Source : Reuters**



The **MSC AGATA** seen in Cape Town – Photo : **Ian Shiffman** ©





HAL's **WESTERDAM** seen at anchor in Half Moon Cay – Photo : Jeannine Fontaine ©

## ITF declares Faroes second register a flag of convenience

The ITF has declared the Faroe Islands National & International Ship Register (FAS) a flag of convenience (FOC).

The decision, taken by the ITF's fair practices committee steering group, follows a lengthy process of investigation and negotiations designed to address the problems identified with the register and avert the need for the declaration.

Problems were first identified when Norlines, whose fleet was almost wholly Norwegian-flagged, reflagged to the FAS and began laying off Norwegian crew, who were replaced with Philippine and Polish nationals. Only two of the Norwegian beneficially owned vessels were fully manned by Faroese crew. A similar pattern was identified with Swedish-owned vessels. Eight Swedish companies were found to be flagging to FAS, with the replacement of their Swedish crews imminent. ITF maritime coordinator Steve Cotton commented: "This is a move we take reluctantly, and only after a lengthy search for a solution, in which we involved the Faroese Maritime Unions. However, it has proved unavoidable if the ITF's Mexico City Policy (which reviewed the ITF's whole FOC campaign) is to be applied fairly."

"For the Faroese second register this is likely to mean a new age of scrutiny of their vessels and workings. We stress that the Faroes flag, rather than this newer operation, remains unaffected and free to play its part in ensuring that the seagoing histories of the Faroes is respected and its crews continue to find the work they deserve."

## NAVY NEWS

### HMAS Kanimbla farewelled

The last of the Royal Australian Navy's Amphibious Landing Platforms, **HMAS Kanimbla**, was decommissioned at her homeport of Garden Island, in Sydney. Kanimbla's dedicated service was acknowledged in a traditional ceremony attended by the Chief of Navy, Vice Admiral Ray Griggs, AM, CSC, RAN and past and present crew. During the ceremony the Australian White Ensign was lowered for the last time and handed to the Commanding Officer, Commander Brendon Zilko, RAN. "Today represents the closing of a fine chapter in the history of Navy's Amphibious Fleet," Commander Zilko said. "**HMAS Kanimbla** has provided outstanding service and dedication to duty over her 17 years, actively supporting National and coalition operations spanning from the Western Pacific to the Middle East." "**Kanimbla** was the first Coalition vessel to supply urgently needed medical supplies to civilian hospitals in Baghdad." "**Kanimbla** also undertook numerous humanitarian aid and disaster relief missions providing relief to thousands of people in Vanuatu, Indonesia and East Timor."



The **CHOULES** seen departing from Cape Town enroute Australia – Photo : Ian Shiffman ©

"Today it is also important to acknowledge the hard work of **Kanimbla's** past and present serving personnel. They are the lifeblood of the ship, and **Kanimbla's** proud history is theirs. Their dedication is what has allowed **Kanimbla** to respond to the numerous taskings directed by Government in both war and peace." "**Kanimbla's** successes will be built on into the future with the introduction of the Canberra Class Landing Helicopter Dock providing advanced amphibious capability to Navy." "To tide us over until the LHD's arrive, **ADFS Choules** will shortly be commissioned, enabling Navy to continue its vital role in the region." **Kanimbla** is a helicopter capable amphibious transport ship with a 40 bed hospital, which has seen an army contingent embedded as part of her crew. A history of her service is available at [http://www.navy.gov.au/Ship\\_Histories](http://www.navy.gov.au/Ship_Histories). Source : Garry Luxton

### Double Bulava launch on Monday

Russia plans to test launch two Bulava intercontinental missiles from the White Sea on Monday November 28. People in Northern Norway should get up early and have their cameras ready. The launch was originally planned for last Friday, but because of weather conditions it has been moved to Monday, a source in the Navy tells Vedomosti. This will be the first time Russia's first fourth-generation strategic submarine "**Yury Dolgoruky**" fires a multiple launch. So far, the submarine has only fired three missiles – in June, August and October. The last launch was visible from large parts of Northern Norway in the early morning hours of October 28. At 05.45 Norwegian time people in Northern Norway could see a strange light phenomenon in the sky to the north-east. - We saw a light to the northeast on the sky which zigzagged and went up and down. We could see a spurt of flame and assumed it was a Russian missile, one of the eyewitnesses said. In December 2009, a failed Bulava-launch created a giant spiral shaped light that could be seen in the eastern sky from large parts of Northern Norway for several minutes. The incident triggered speculations



on UFOs, black holes and HAARP weapons. Defense Minister Anatoly Serdyukov recently warned that the planned multiple launch could be postponed until next spring if the weather conditions are too bad for a launch now, BarentsObserver reported. Development and testing of the Bulava missile has a long and troublesome history with many failed launches and other setbacks. Read BarentsObserver's articles on the Bulava missile. **Source :** BarentsObserver

## SHIPYARD NEWS



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[www.eerlandshiprepair.nl](http://www.eerlandshiprepair.nl)



The **NORMAN LEADER** seen at the Singapore Technologies Yard in Singapore last Friday, The **NORMAN LEADER** was originally expected to be delivered to L. D. Lines Portsmouth/Le Havre route in July 2009, but **Norman Leader's** construction was plagued with difficulties, the full extent of which were never made known to the public. By March 2011 she was still at her builder's yard and L. D. Lines availed themselves of the opportunity to cancel the order. It was rumoured that there had been unresolved deadweight problems – **Photo : Piet Sinke ©**  
Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

# First DP1 tug for Crowley launched at Bollinger

Thanksgiving weekend festivities at [Bollinger Marine Fabricators, LLC](#), Amelia, LA, included the launch of the [Ocean Wave](#), the first of four Ocean Class Tugs for [Crowley Maritime Corporation](#), Jacksonville, FL.



The photo left shows the [Ocean Wave](#) ready to be launched - [Photo : Lawson Hitt ©](#)

What's notable about the tugs is that the [Ocean Wind](#) and sister tug [Ocean Wave](#) are classed DP1, with boats 3 and 4, [Ocean Sky](#) and [Ocean Sun](#) classed DP2.

The [Ocean Wind](#) and [Ocean Wave](#) are built to ABS Class, A1, Towing Service, +AMS, +ABS +ABS Fire Fighting Vessel Class 1 +ABS DP-1, with U.S. Coast Guard Certificate of Inspection, Green Passport, SOLAS and International Load Line Certificate. The twin-screw, steel-hulled tugs will have an overall length of 146 ft, beam of 46

ft, hull depth of 25 ft and design draft of 21 ft.

Propulsion will be supplied by two Caterpillar C-280-12 Tier II-compliant diesel engines, designed to operate on Ultra Low Sulfur Diesel fuel and each is rated at 5,440 bhp at 1,000 rev/min driving the controllable pitch propellers through Reintjes LAF 5666 reduction gears. Added maneuverability will be supplied by a Berg VFD 850-hp bow thruster. The tugs will have an impressive minimum rated bollard pull of 165 tonnes.



The [OCEAN WAVE](#) seen in her element - [Photo : Lawson Hitt ©](#)



Electric power is provided by one 340 kW Caterpillar C-18 Tier II auxiliary generator, two 1,475 KVA shaft generators and one 125 kW Caterpillar C-6.6 Tier II emergency generator system. With the environment in mind, all of the tug's tanks containing oil or traces of oil are inboard of the side shell, creating a double hull designed to limit any overboard discharges. As for the DP2 classed [Ocean Sky](#) and [Ocean Sun](#), each tug will be 10 feet longer than their DP1 sisters at 156 ft. Additionally, the [Ocean Sky](#) and [Ocean Sun](#) will have two Berg VFD 500-hp bow thrusters and a Berg 500-hp stern thruster in keeping with their DP2 Class. **Source :** [MarineLog](#)

## China Rongsheng delivers its first mega carrier to Vale

China Rongsheng delivered on Friday the first of 12 mega bulk carriers to mining giant Vale SA, which the Brazilian firm has indicated could be the first such ship to carry iron ore to the world's largest steelmaker, Reuters reports. China has yet to allow any of Vale's giant ships to dock at its ports, forcing the world's biggest iron ore producer to send its vessels instead to Italy, Oman and other destinations.

"We have just delivered our first 380,000-tonne very large ore carrier (VLOC) to Vale this afternoon," said Michael Cheng, spokesman for China Rongsheng Heavy Industries. Vale has said the Rongsheng-built ship, [Vale China](#), would have a Chinese port as its first commercial destination. The firm's chief executive, Murilo Ferreira, attended the ship's formal launch ceremony in Nantong in July.

The company said in September it was still negotiating to gain access to Chinese ports and was confident an agreement would soon be reached. The Brazilian firm plans to operate as many as 35 VLOCs before the end of 2013, owning at least 19 of them, with the rest chartered from Bergesen, STX Pan Ocean and Oman Shipping. Rongsheng has a contract to build 12 of the ships by the end of next year, worth as much as \$1.6 billion. "Construction of all (Vale) ships has started and there is no such case of cancellation. Four ships will soon start trial voyages," said Rongsheng Chief Executive Chen Qiang. The mega ships, which are also being built by Korea's Daewoo Shipbuilding and China's Bohai Shipbuilding Heavy Industry, will cut freight costs from Brazil to China by 20 to 25 percent and will significantly reduce carbon emissions compared with other vessels, Vale said.

Vale currently operates at least two VLOCs, the [Vale Brasil](#) and [Berge Everest](#), which were delivered earlier this year. The [Vale Brasil](#) in June failed to gain access to Chinese ports on its maiden voyage and was forced to divert to Italy. **Source :** [portNews](#)

## Bharati Shipyard under I-T scanner on tax evasion

India's largest private shipbuilder [Bharati Shipyard](#) came under the lens of the income tax authorities on Thursday, as the Mumbai investigative wing searched around 10-12 official and residential premises of the company on suspicions of tax evasion, two people familiar with the development told ET NOW. [Bharati Shipyard](#) manages six shipyards in the country and "the company's facilities at Kolkata were also surveyed as part of the inspection," said one of the two individuals cited above. No cash disclosures and cash seizures have been reported as of now, the sources said. In its official response to a query from ET NOW, Bharati Shipyard confirmed that tax authorities had conducted a survey on Thursday and said that it was extending all co-operation to the income tax department. The company did not confirm or deny the search operations. The Bharati Shipyard stock ended 1.2% lower on Friday, closing at Rs 78. **Source :** [indiatimes](#)

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Above seen Imperial Shipping's 4,565 Dwt Ro-ro Cargo Ship "**HANSALAND**" on her drydocking repairs in CernaVal Shipyard Algeciras. **Photo : CernaVal Shipyard ©**

## Almaz Shipyard launches littoral patrol/interceptor boat of project 22460

**Almaz Shipbuilding Company** November 25, held launching ceremony for the first serial patrol boat of Project 22460, the shipbuilding firm said Friday. The littoral border patrol and interceptor boat named **Brilliant** was designed by St. Petersburg-based North Design Bureau for patrolling the border and the territorial sea of Russia and combating piracy and terrorism attacks.

The lead vessel of the series named **Rubin** was launched on June 26, 2009. Ship's main features: length overall – 62.5m, beam – 11m, draft – 3.8m, displacement - 630 tons, max speed - 30 knots, cruising range - 3.500 nm, endurance - 30 days, length - 62.5 m. The boat is outfitted with modern navigation and communications systems and carries onboard a light helicopter or UAV.

**Almaz Shipbuilding Company** is located on Petrovsky Island of St. Petersburg, in proximity to the Gulf of Finland. The yard's area encompasses 165sq km featuring modern slip docks, two floating docks of 2500 and 3000 tons, which enable the firm to produce a full cycle of ship construction in the shop. The enterprise provides ranged services for repair, renovation and conversion of vessels. Both Almaz Shipbuilding Co and another St. Petersburg-based shipbuilder Almaz Marine Yard specialize in construction of HSCs, JHSVs and ACVs for the Russian Federal Border Service and the Russian Navy. The shipbuilding firm employs 1000 people. **Source : PortNews**

## Drydocks World delivers multi-purpose self elevating platform

**Drydocks World** recently delivered the self elevating platform L210 to Curacao-based **Self Elevating Platforms NV**, a leading supplier of self elevating platforms for the energy markets including oil and gas, and the offshore renewables markets, including offshore windfarms, as well as the heavy civil construction market. The platform was built at the **Drydocks World** specialized rig building facility in Graha, Indonesia at a contract value of US\$24.6 million. **Self Elevating Platforms NV** is a repeat customer of Drydocks World. The MSC SEA-3250 type platform is 75.9m long with a breadth of 40m and can operate in a water depth of 45m. The vessel is classed by ABS + A1 Self Elevating Unit notation. Four 87.7m tubular legs of diameter 3.5m and a 1000-tonne capacity offshore crane have been installed on the platform. The accommodation unit can carry up to 350 people. **Source : Offshore Shipping Online**



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The **ACERGY EAGLE** seen enroute Shipdock in Amsterdam - Photo : Marcel Coster ©

## Euroseas Ltd. Announces Time Charter Extension for Its Container Vessel Despina P

**Euroseas Ltd.**, an owner and operator of drybulk carriers and container vessels and provider of seaborne transportation for dry bulk and containerized cargoes, announced that a subsidiary of the Company has extended for approximately one year (until March 1, 2013) its time charter agreement, for the vessel **Despina P**, a 1932 teu, 1990 built Handysize containership, at a gross daily rate of \$7,000. The new rate will commence on January 19, 2012.

Following the above mentioned charter, approximately 30% of Euroseas' total container fleet days for 2012 and approximately 6% in 2013 are secured under period charters. Furthermore, the Company has decided to accelerate the scheduled dry docking of the containership **Captain Costas** and perform it during this challenging period. The dry docking was originally scheduled for the summer of 2012. Aristides Pittas, Chairman and CEO of Euroseas, commented: "The container market has been witnessing a significant correction during the last six months and has now entered into the traditionally low period which usually lasts until after the Chinese new year (end of January for 2012) when volumes start to pick up again. We had four vessels opening up during this challenging period. We are happy to have been able to extend the time charter on the **Despina P** and our decision to accelerate the scheduled dry docking of the **Captain Costas** reflects our belief that we can utilise currently idle time so that the ship will not need to lose time in the summer when we expect to see improvements in the market. We have also been able to fix

employment for the containership Jonathan P for a minimum of 21 to a maximum of 70 days so the only vessel currently idle is the containership **Marinos** (ex YM Port Kelang). We continue to believe that provided the world economy grows at levels close to the 4% mark we should see a reversal of the fortunes of the container sector as of Q2 2012. We also think that the presently soft market may offer us opportunities to buy further vessels in both the container and drybulk sectors at depressed prices and we continue to scan the markets accordingly."

Euroseas Ltd. was formed on May 5, 2005 under the laws of the Republic of the Marshall Islands to consolidate the ship owning interests of the Pittas family of Athens, Greece, which has been in the shipping business over the past 136 years. Euroseas trades on the NASDAQ Global Market under the ticker ESEA since January 31, 2007. Euroseas operates in the dry cargo, drybulk and container shipping markets. Euroseas' operations are managed by Eurobulk Ltd., an ISO 9001:2000 certified affiliated ship management company, which is responsible for the day-to-day commercial and technical management and operations of the vessels. Euroseas employs its vessels on spot and period charters and through pool arrangements. The Company has a fleet of 16 vessels, including 4 Panamax drybulk carriers and 1 Handymax drybulk carrier, 3 Intermediate containership, 5 Handysize containerships, 2 Feeder containerships and a multipurpose dry cargo vessel. Euroseas' 5 drybulk carriers have a total cargo capacity of 331,808 dwt, its 10 containerships have a cargo capacity of 17,787 teu and its multipurpose vessel has a cargo capacity of 22,568 dwt or 950 teu. **Source: Euroseas Ltd.**



The **BW UTIK** seen moored at Jurong Island in Singapore last Friday – **Photo : Piet Sinke ©**  
Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)

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## Russian military blocks Barents drilling

**The Russian Ministry of Defence refuses to give oil company Rosneft access to fields in the Barents Sea.**

A source in the Russian Mineral Extraction Agency (Rosnedra) confirms that Rosneft has got three bids for field licenses turned down because of objections from the Ministry of Defence. According to Izvestia, Rosneft wanted to start exploration of the structures Severny, Papaninsky and Mezhdusharsky Vostochny in the Barents Sea. All the fields are located southwest of the Novaya Zemlya archipelago. The Severny structure has an estimated 3,3 billion tons of oil equivalents, while the Mezhdusharsky Vostochny has 280 million tons and the Papaninsky – 75 million tons, Newsru.com reports. In addition, Rosneft was disallowed to explore also the Severo-Barentsevoye field, because of ongoing state mapping of the area. Problems connected with field exploration in the Russian part of the Barents Sea are far from new, Izvestia informs. Although the fields were discovered already in the 1970s, the Russian state has not managed to decide about their development primarily because of conflicting interests between different management authorities. The Barents Sea is considered of key strategic interest for the Russian military because of its easy and ice-free access to the North Atlantic and Arctic Ocean. The powerful Northern Fleet is based on the Kola Peninsula and has its bases on the Barents Sea coast. A number of regional hydrocarbon projects are in the pipeline, among them the Shtokman gas field. Mapping and exploration of the area is expected to pick pace after Russia and Norway in July 2011 finalized the delimitation of the Barents Sea waters. As BarentsObserver has reported, Norwegian oil interests have already started seismic mapping of their part of the area, while Russia is expected to start in the summer of 2012. **Source : BarentsObserver**



Above seen the sheerlegs **ASIAN HERCULES** seen collecting an offshore module at Keppel Fels shipyard in Singapore in the background is seen the Boskalis newbuilding stone/rock dumping vessel **ROCKPIPER**, which is under construction at the Keppel Benoi yard. On this photo is seen the coöperator between Smit, Boskalis and Keppel in different kind of segments at the marked. The **Rockpiper** is in her final out-fitting stage and will start trials early next year - **Photo : Vincent Jutten ©**

## HSS DISCOVERY ARRIVED IN WILLEMSTAD



The 1996 built **HSS DISCOVERY** seen arriving yesterday in Willemstad (Curacao) from La Guaira (Venezuela), the fast ferry is built as the **STENA DISCOVERY**, which served the route Hoek van Holland <> Harwich between 1996 and 2007, was laid up in 2007, first in Belfast until 2009, and after sailing to Venezuela where she again was laid up in La Guaria until recently, at present the ferry is owned by **Albamar Shipping Company** (Venezuela) and having the callsign YYLR and flying the flag of Venezuela – **Photo's : Kees Bustraan ©**



## Kiel Port expands with new cruise berth

The port of Kiel in Germany is to create a third berth for cruise ships of 300m and over by expanding Berth One in the predominantly cargo handling Ostuferhafen. According to Maritime Journal (MJ), the German port, which has invested



over €60 million in new passenger and freight facilities over the past five years, is now planning more investment to boost cargo and cope with bigger cruise ships.

Spokesman Ulf Jahnke told MJ the port was pushing ahead with plans to create by early 2013 a third berth for cruise ships of 300m and over by expanding Berth One in the predominantly cargo handling Ostuferhafen. Two such berths are already available at the Ostseekai Terminal, while ships of up to 200m can berth at the Norwegenkai and the Schwedenkai. Both are also capable of Ro-Ro and other handling and Schwedenkai, revamped in 2010, boasts an intermodal rail terminal. The Ostuferhafen's Berth One has a quay length of 380m on a consistent water depth of 9.5m. It is planned to adapt it for passenger ships by installing new quay fenders and passenger gangways. Passenger and luggage handling will be on an area of more than 3,000 m<sup>2</sup> and the former Warehouse No. II, one of two acquired by the port this year, will be transformed into a passenger terminal. Port of Kiel MD Dirk Claus said the average size of visiting cruise ships was now five times more than a decade ago. "We will adapt our terminal capacities to the rising demand and invest in expansion", he said. Ulf Jahnke told MJ that Ro-Ro berth and gate facilities at the Ostuferhafen were also being expanded to meet rising cargo demand. Elsewhere, an additional 9,000 m<sup>2</sup> of area has gone into service at the Norwegenkai Terminal after completion of expansion costing €1.5 million. The work began in spring and included the demolition of old buildings and the backfilling and securing of new areas. The port said a main aim was to meet the growing needs of leading Norwegenkai ferry customer Color Line for bigger parking areas for trailers. **Source : Dredging News Online**



Laid-up ships during the winter at Perama (Piraeus) on November 4th.

From left to right: '**Olympia Palace**', '**El. Venizelos**', '**Ariadne**', '**Kriti II**', '**Sophocles V.**', '**Ionian Sky**', '**Blue Horizon**', '**Archangelos**' and '**Mami**'.

**Photo : Bert Lamers ©**

## European Parliament approves EUR 40 mln to support maritime policy

The European Parliament (EP) approved the allocation of EUR 40 million for the 'Integrated Maritime Policy', between 2011 and 2012 to support fishing and shipping, among other issues, FIS reports. In Strasbourg, the EP plenary gave its approval to a report by the Greek MEP from the European People's Party (EPP), Georgios Koumoutsakos, indicating that the European maritime policy has the potential to boost economic growth and to generate jobs. The adopted text indicates that after 2013 "it will require to have adequate resources that enable the development and the implementation of the objectives of the Integrated Maritime Policy without compromising the resources for other policies." In addition, it will have to "promote the sustainable development of the maritime regions of the Union, including the islands and outermost regions," the agency EFE reported. Koumoutsakos explained that the main medium-term objective is to include the integrated maritime policy in the next budget of the European Union (EU).

The Community Fisheries Commissioner, Maria Damanaki, commented during the debate preceding the vote session that "it will be necessary to set priorities" and noted that those projects that do not have other funding routes will have to be the first to apply for aid. The agreement, which was reached with 514 votes in favor, 33 against and 14 abstentions, will be used to fund initiatives in the maritime transport sphere, coastal tourism, fisheries and environmental protection. The EP also required the creation of a system to punish countries that allow their vessels to participate in illegal fishing activities. The Parliament Plenum also passed a resolution of the MEP from the Swedish Green Party, Isabella Lovin, asking the 27 Member States to take the international lead in the fight against illegal fishing catches. Illegal fishing represents 15 per cent of global catches, ranging between 11 and 26 million tonnes annually. MEPs call for the signing of agreements that prohibit the sale of illegally caught fish, a global certification

scheme for fisheries and greater control of imports. In this regard, the European Commissioner acknowledged that unreported fishing is a problem that is "difficult to solve." Source : PortNews

## MARITIME ARTIST CORNER



The latest painting of [Willem Johan Hoendervanger](http://www.wjmaritiem.nl) is Vroon's **SEBRING EXPRESS**  
[www.wjmaritiem.nl](http://www.wjmaritiem.nl)

## BOEKBESPREKING

Door : Frank NEYTS

### "Seeman".

Onlangs verscheen bij uitgeverij Walburg Pers "[Seeman. Maritiem woordenboek van Wigardus à Winschooten](#)". Het boek werd hertaald en ingeleid door Hans Beelen, Ingrid Biesheuvel en Nicoline van der Sijs. De "[Seeman](#)" (1681) is het eerste volwaardige zeemanswoordenboek van het Nederlands en tevens een van de geestigste en boeiendste woordenboeken van onze taal. De "[Seeman](#)" bevat een keur aan woorden uit vaktalen, zeker niet alleen uit het zeewezen. Bij de hertaling is gestreefd naar een prettige leesbaarheid voor een eigentijds publiek zonder dat de toon van het origineel verloren is gegaan. Het rijk geïllustreerde boek is voorzien van trefwoordenregisters en een uitvoerige inleiding over leven en werk van de auteur. Het boek bevat ook een cd-rom, waarop de hertaling, een diplomatische transcriptie en foto's van de originele druk van de "[Seeman](#)" uit 1681 staan. De "[Seeman](#)" is een uniek cultureel document, een spiegel van Nederland in de 17de eeuw.

"[Seeman](#)" (ISBN 978-90-5730-722-7) telt 326 pagina's en werd als hardback uitgegeven. Het boek bevat ook een cd-rom en kost 39.50 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](mailto:info@agorabooks.com)

## OLDIE – FROM THE SHOEBOX





Above seen the 2011 built semi-submersible heavy lift ship **XIANG RUI KOU** at St. Paul's Bay, Malta submerged on Thursday 24th November, 2011 for **ENSCO 85** lifting operation.

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

## RECENTLY UPLOADED HIGH RESOLUTION PHOTOS AT THE WEBSITE

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BW UTIK

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