



Number 334 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Wednesday 30-11-2011**

News reports received from readers and Internet News articles copied from various news sites.

stevedoring & warehousing		 <p>INDUSTRIAL BREAK BULK PROJECT CARGO HEAVY LIFTS UP TO 1500 M/TONS ISPS CERTIFIED</p>
SHORECRANES UP TO 208 M / TONS		
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Above seen the hopper dredger "Utrecht" waiting at the Western Shipyard in Klaipeda / Lithuania to go into the dry-dock later this week, she spend most of the year in waters north of Russia.

Photo : Rinco Hollemans ©

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The bulker **POS ALEXANDRIT** seen outbound in Vancouver harbour November 27th

Photo : Robert Etchell ©

CSAV seeks buyer for container business after successive quarter losses

Compañía Sud Americana de Vapores (CSAV), the Chilean shipping line, is seeking a buyer for its container business after posting successive quarterly losses. The struggling South American shipper has brought in financial advisors from Celfin Capital to aid with the sell after the company was unable to reverse the heavy losses experienced in Q2. During Q3, CSAV posted further losses of US\$343 million following Q2's similar loss of \$339 million. CSAV recorded profits of \$149 million during Q3 the previous year, according to IFW. "The decline in freight rates, lower utilisation of vessels and the high cost of fuel continues to negatively impact the margins of the industry and of CSAV," commented CSAV.

To help reduce even further losses in the final quarter of the year the Chilean firm has taken the action of suspending at least four services and is in discussions with Dutch-based Boskalis to operate a joint towage service, according to Lloyd's List. Alliances have also been organized with rival carriers to aid the firm's Asia-Africa, South America-Europe, Asia-west coast Latin America, Asia-Brazil and India-Europe services next year. In further bad news for container lines, Zim Integrated Shipping Services, the Israeli shipper, has reported third quarter net losses of \$66 million. Zim recorded profits of \$37 million earlier in the year. **Source: Port Technology**



The **LARS MAERSK** seen outbound from Rotterdam – **Photo : Ria Maat ©**



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Global warming to help Port of Vancouver by opening Northwest Passage

THE Port of Vancouver believes that global warming will open the Northwest Passage to shipping through the Canadian arctic in summer from which the Canadian west coast port will benefit. Citing information in Vancouver's Port 2050 report, London's International Freighting Weekly, said the port plans to leverage future business priorities, drive new initiatives and transform every aspect of the Port Metro Vancouver's operations.

In general, if global warming proved to be true - temperatures have declined in the last 10 years - it would benefit Canada, and Russia too, transforming vast tracts of "moose pasture" into arable land. Through "leadership in the creation of a zero-carbon supply chain", Port Metro Vancouver will become a "global winner", said the report, which

covers alternative scenarios of the world's and its own future and that sustainability leadership will lead to considerable long-term growth and prosperity.

The long-term strategy is based on "The Great Transition", a scenario that involves a rapid transition to a post-industrial/post-carbon model between 2030 and 2050. This transition predicts that marine transport and related industries will thrive, "since shipping and the supply chain through Vancouver are more carbon-friendly than other gateways and modalities". Short-term, the port expects prosperity for the port from 2010-2030, despite global economic troubles, based on its ability to grow capacity and build global relationships. **Source : Schednet**



Vroon Offshore Services sold last Friday the **OIL EXPRESS** to undisclosed buyer – **Photo : Willem Koper ©**

Protesters temporarily prevent cruise ship's entrance to Molokai

A Molokai protester said a cruise ship that he and others stopped from entering into Kaunakakai Harbor on Saturday "snuck back in" on Sunday. Walter Ritte said a vessel from American Safari Cruises made its way into the harbor Sunday despite a group opposing the stop by the cruise ship. The group Ritte is part of wants to sit down with company officials to discuss the business on the Friendly Isle, as they worry about the ship's impact on the island.

Ritte said that on Saturday two boats and other protesters on surfboards met the Safari Explorer on the water near the harbor. The boat eventually turned away. "The safety of everyone is the top priority," said American Safari Cruises spokeswoman Sarah Scoltock in an email statement Sunday afternoon. "The captain made the decision to leave. Instead they spent the day enjoying activities off Lanai." She added that on Sunday the yacht docked at the harbor without incident and was met by supporters on the pier. Scoltock said the guests enjoyed a day of regularly planned activities on the island.

Ritte told The Maui News that the caravan of passengers did not go to Halawa Valley as planned because one of the vehicles had car trouble and a tree blocked a roadway the tour was on. Scoltock said Dan Blanchard, the CEO and principal of InnerSea Discoveries/American Safari Cruises, will have another community meeting on Molokai on Wednesday. "We have communicated that the door is open for continuing discussion, and we are eager to work with the community," Scoltock said. Ritte said he heard Blanchard say on television Saturday that he wasn't going to go back to Molokai until things were worked out, but then the boat docked in the harbor on Sunday. "The trust has gone out the window with this guy," Ritte said when asked if he was going to Wednesday's meeting. **Source : mauinews**

Ritte said he and a group of protesters had held several demonstrations against the cruise ship. "We told him (Blanchard), you ask first, before you come to somebody's house." According to its website, American Safari Cruises specializes in "authentic, active, deluxe cruises and charters on three luxury yachts" and is an alternative to traditional large and small ship cruises, taking guests into areas that are not accessible to most larger ships and on excursions and to activities that are exclusive, private and unavailable to most other travelers. Activities include close-up viewing of wildlife, fine dinning, kayaking, beachcombing, hiking, snorkeling and sailing.



The **MOUNT OWEN** seen arriving in Otaga – Photo : Ross Walker ©

An advertisement for Vlierodam B.V. featuring a collage of images. On the left, a crane is lifting a large object. In the center, a logo with an anchor and the text 'DNV 2.7-1' is displayed. On the right, a ship is docked at a pier. Below the images, the text reads: 'Wire Ropes • Towing, Lifting and Hoisting Equipment • Consulting', 'Nijverheidsweg 21 - 3161 GJ Rhon - Tel. +31-(0)10-5018000', and 'VLIERODAM B.V. - THE NETHERLANDS – www.vlierodam.nl'. A small logo is also present in the bottom right corner.

Mangalore ship crew in troubled waters

Deep depression in the South-east Arabian Sea has threatened the lives of six crew members of a Mangalore-based goods transporting ship, **MSV Al-Akhtar**, near Lakshadweep Islands on Sunday morning. The Multipurpose Supply Vessel (MSV), with a captain and five crew members, started off from Mangalore Old Port on Thursday. The captain had sent a distress call at 5.50 am on Sunday, but lost connection thereafter.

Captain K Shankaran (58) of Perambara near Quilandi in Kozhikode in Kerala, along with crew members Amin Jusab Bhaya (39) Amad Ismail Gajan (27), Salim Ali Sumbhanta (43), Mosin Aliyas Kara (27) and Althaf Salemamad Chamadia (23) are in distress in the Arabian Sea. The crew members are all from various places in Jamanagar district in Gujarat.

The ship was loaded with 105 tonnes of grocery items, tiles, cement, crusher jelly and household items.

General power of attorney holder of the vessel (MNG 453), Abdul Tousif, quoting the captain said that the high tide rose in the Arabian sea early in the morning. "The captain called to inform us that they are in need of a boat as the

anchors of the ship are unstable and water had rushed inside the ship. We tried to contact the crew members through their cell phones, but of no avail. Describing the lack of a proper jetty in Ameni Island, he said that the anchor of all ships are at a distance of five nautical miles from the shore.

VHF signal tower operators at Ameni Island said over the phone that the control tower was not working due to technical problems for the past one month. "We have no information about the ship's movement," the operator added. Kavaretti tower operator informed that no search operation has started as a few boats returned halfway due to the situation at sea **Source : IbnLive**



The **STEN AURORA** seen inbound for Rotterdam – **Photo : Ria Maat ©**



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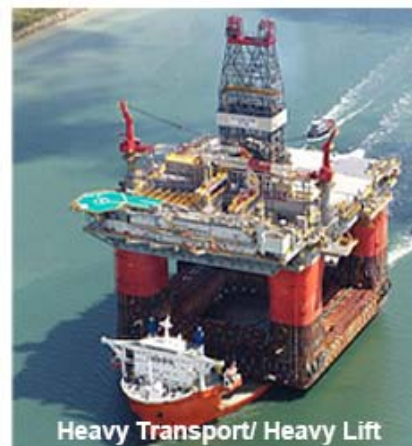
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Lifeboat makes its rescue debut

THE new RNLI Portpatrick lifeboat, **RNLB John Buchanan Barr**, was launched for the first time on Tuesday 22 November to assist a fishing vessel in difficulty near Port William. Liverpool Coastguard requested the launch of the RNLI Portpatrick lifeboat to help in the rescue of an eleven metre fishing vessel with three adults aboard, which had grounded near Port William. The Port William independent inshore rescue lifeboat was also launched to take part in the rescue. RNLI volunteers launched the **RNLB John Buchanan Barr** at 4.26pm. Whilst en route to the incident, Liverpool coastguard stood down the Portpatrick lifeboat at 5.24pm, as the fishing vessel had managed to free itself

with the help of the Port William rescue boat. The Portpatrick lifeboat returned to base, arriving at Portpatrick harbour at 6.45pm. **Source : The Galloway Gazette**

NEDERLANDSE MARITIEME LUNCH IN SINGAPORE

Via deze weg willen wij de "Maritieme" Nederlanders uitnodigen voor deze lunch, wat tevens een uitstekende plaats is om te netwerken, en kennis te maken met andere Nederlanders uit de industrie

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The **Queen Mary 2** in drydock at Blohm & Voss in Hamburg – **Photo : Rene van der Lugt ©**

CASUALTY REPORTING



Aratere Ferry suffers bow damage

ARATERE: All interislander ferries are sailing again after a port fault was fixed.

The recently refurbished Interislander ferry **Aratere** suffered minor damage to its bow while berthed at its Picton wharf this morning. Interislander general manager Thomas Davis confirmed a bollard had fallen from the wharf on to the new bow section of the ship in high winds at Picton this morning. "It dented the ship in an area about 10cms by 1cm... the ship is not taking on water and there is no risk to it," Mr Davis said.



Photo : Alan Calvert (c)

As a precautionary measure the 1.05pm **Aratere** sailing from Picton to Wellington was cancelled and **Aratere** sailed from Picton for Wellington late this morning carrying just rail and unaccompanied road freight. Mr Davis anticipated repair work on the ship would be carried out on the bow in Wellington this afternoon.

He further anticipated **Aratere** would be able to resume its normal Cook Strait sailing schedule out of Wellington at 10.05pm this evening once repairs had been completed. He said Maritime New Zealand had been informed of the incident and was satisfied with Interislander's actions. In the meantime Interislander's two other Cook Strait ferries - **Kaitaki** and **Arahura** - would pick up the backlog resulting from cancelled **Aratere** sailings. Source: Gallowaygazette

NAVY NEWS

Navy aircraft carrier misses 1st launch deadline

India's ambitious plan to build an aircraft carrier, an important component of the navy's blue water aspirations, at home has missed its first launch deadline. The ship, known as Indigenous Aircraft Carrier (IAC) before it is christened, was scheduled for a 'float-out' this December.

In the long process to build a ship, float-out is the second stage after the laying of keel. The IAC's keel was laid in February 2009 after work started in November 2006. It was estimated then that it would be ready to float in two years.

The launch now is expected to take place in the first quarter of 2012, if the progress is swift. The aircraft carrier is being built at the Cochin Shipyard, where a lot is at stake for the success of the project, the first of its kind undertaken in the country. It might still take at least four years between the first and the final launch and officials are guardedly optimistic about its planned entry into the naval fleet by 2015.

As the impact of the delay in the first launch on the delivery of the warship is still being assessed, there is a realisation of the fact that building an aircraft carrier from scratch at home is a complex project attempted by few in the world.

The immediate comparison is drawn with China, which is building **Varyag**, a retired Soviet-era carrier. India has a definite edge over China in the field of carrier operations. The government had committed Rs.3,261 crore for the first phase of the IAC. The officials attribute the delay to the technical complexities as the first phase was the most crucial in terms of keeping the noise signatures under check.

The IAC is being powered by four GE LM 2500 gas turbine engines that would propel the 37,000 tonne warship at 28 knots. There was a problem in the gear box and the long shaft that also contributed to the delay. The floating airfield has been designed to handle operations of at least 30 Mig-29 K and maritime version of the under-development light combat aircraft, apart from Seaking and Kamov 31 helicopters. India had initially planned to design a Sea Control Ship, a 25,000tonne catapult-and-ski jump version. But designs were altered often because of the high costs involved.

Source : [indiatoday](#)

Catamaran cargo ship enters French navy

A shape-shifting, catamaran-type vessel for amphibious warfare has joined French naval forces. The Mistral class Engin de Debarquement Amphibie Rapide -- EDA-R -- features two engine-fitted side hulls for sailing and a raised, above the water, cargo floor that can be lowered to offload supplies ashore. The EDA-R is a derivative of the L-CAT landing catamaran by CNIM -- Constructions Industrielles de la Mediterranee -- of France.

"This remarkable engineering feat combines the performance of a catamaran with the payload of a floating bridge and represents a world 'first' in the field of landing technology," the French navy said. The ship is more than 98 feet long and 42 feet in the beam. It can carry up to 100 tons of cargo and has a payload speed of about 18 knots. The French navy said its cargo landing capacity is five times greater than conventional landing craft in use.

Four production EDA-R vessels were ordered from CNIM in 2008, with an option for additional vessels. The remaining three EDA-Rs in the initial order are scheduled for delivery by the middle of next year. This first EDA-R will be followed by three more, whose delivery to the amphibious flotilla will be completed by mid-2012. Source : [upi.com](#)

Russia to test launch Bulava missile on Monday

On Monday Russia will carry out the last test of the Bulava ballistic missile this year - a salvo launch from the **Yuri Dolgoruky** strategic submarine, a high-ranking Navy source said. "The test was initially scheduled for November 25, but was delayed due to weather conditions, and the salvo launch of two missiles will take place on November 28," the source said. The planned test is the fourth this year and the 18th overall. Despite several previous failures, officially blamed on manufacturing faults, the Russian military has insisted that the Bulava will be the main armament of the

next generation of strategic submarines. The Bulava (SS-NX-30) submarine-launched ballistic missile carries up to 10 MIRV warheads and has a range of over 8,000 kilometers (5,000 miles). The three-stage missile is designed for deployment on Borey-class nuclear submarines. Russia's first Borey class submarine, **Yuri Dolgoruky**, which has recently completed sea trials in the White Sea, is expected to enter service with the Russian Navy in the near future, pending the outcome of the Bulava testing. **Source : RiaNovosti**



The Norwegian **M 342 MALOY** seen enroute Amsterdam – **Photo : Jan Plug (c)**

Submarines provide needed security

A maritime nation such as Canada, with an extensive coastline and a moderate defence budget, can only attempt to protect our country by having a general purpose and balanced maritime capability. No one platform can do the job and a group of capabilities is always the most effective solution. A balanced capability in maritime warfare means having capabilities to detect, track and destroy, if necessary, threats to our country. This is normally accomplished by producing a large portion of the capabilities nationally and allying ourselves with nations that support the same values Canadians believe in. A mix of platforms is required to do the job.

Submarines are a critical part of the overall team. Yes, the cost of getting our four submarine to operational status is expensive, but these systems are some of the most complex that exist today. Even if we were discussing new submarines, we would still be having this same discussion. Almost every developed maritime nation has submarines as part of its mix of defensive capabilities. China has 52 diesel/electric submarines and 10 nuclear submarines and has an ambitious program to add to this massive part of their defensive capability. These nations understand that submarines are an important part of a balanced capability. Canada's four submarines will be fully operational in the not-too-distant future, and will provide Canada decades of useful service. **Source : timescolonist**

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SHIPYARD NEWS



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OOCL's **THAILAND EXPRESS** seen getting moored alongside after leaving the drydock in Singapore-Jurong

Photo : Piet Sinke ©

Hyundai Heavy Introduces HiBallast System

Hyundai Heavy Industries, the world's biggest shipbuilder, received final test approval from the Korean government for eco-friendly electrolysis HiBallast System on November 27.

Ballast water is seawater used to stabilize the ship when loading/unloading cargo and to maintain optimal vessel speed. The seawater can contain bacteria, local plankton, mud, and sand from the unloading port where the ballast water has been taken in. As the ballast water is released, it can have an impact on the marine ecosystem. HiBallast system can treat seawater by filtering and sterilizing bacteria and plankton bigger than 50 µm through electrolysis. The HiBallast system can sterilize 8,000 cbm of seawater per hour, reduce power consumption, and extend the life of the ballast.

The new HiBallast system is the second ballast treatment system Hyundai Heavy has developed. The EcoBallast system received final test approval in March. It sterilizes seawater using ultraviolet rays instead of electrolysis. Hyundai Heavy has already received orders for HiBallast and EcoBallast system to be installed 30 ships. The International Maritime Organization has mandated that all new ships to be delivered from 2012 must have an approved ballast water

treatment system installed. Driven by international regulations, the market for ballast water treatment systems is expected to grow to over USD 13 billion by 2016. **Source: Hyundai Heavy Industries**

New Cargo Ship Christened Ms Arkadia

The first of the two dry cargo ships ordered from Hyundai Mipo by ESL Shipping has been named. The vessel was christened m/s **Arkadia** in a ceremony organized in Vietnam. Leena Ruohonen, the spouse of Seppo Ruohonen, CEO of Helsingin Energia, adopted the role of godmother to the vessel. The ships of ESL Shipping have traditionally been named after localities of Helsinki. The current m/s **Arkadia** is the fourth vessel in the company history to receive this name.

The 56,000 ton vessel belongs to the supramax class. It has built-in cranes, and it is the only ice-strengthened vessel in its class, classified under the Finnish ice class 1A. The vessel will be ready for handover at the turn of the year.

"The world's first 1A strengthened dry cargo vessel in this class is an ideal solution for the increasing cargo traffic on the Baltic Sea. The new Arkadia will further strengthen our position as the leading dry cargo transport company in Finland and in the entire Baltic Sea area," says Markus Karjalainen, President of ESL Shipping. **Source: Esl Shipping**



The Damen built **P 511 GUARDIÃO** seen during trials in the Rotterdam region

Photo : Jan Oosterboer ©

Croatia will join EU even without sale of shipyards, EU envoy Vandoren says

Croatia will join the European Union in July 2013 even if it does not fulfil all of its remaining obligations, most notable privatise its loss-making shipyards, the European Union's envoy to Croatia Paul Vandoren said. In an interview with Reuters, Vandoren said that shipyard restructuring plans dated back to last spring but remained unimplemented. Privatisation agreements must be signed by the time Croatia enters the European Union because otherwise - if the shipyards remain in state ownership - they will have to return all the state subsidies they received prior to 2006. Five loss-making shipyards are heavily subsidised by the state. Vandoren said the EU would continue to monitor the country's judiciary reforms, fight against corruption and restructuring of the shipbuilding industry. There exist, however, no punitive mechanisms if Croatia does not comply before joining the Union apart from the European Commission's written warning. Vandoren hopes this will not happen as it gives Croatia a negative image. "After Croatia becomes a member of the EU and is in a position to violate market principles, other member states can activate numerous protective measures," Vandoren said without elaborating on what those protective measures could be. Croatia's EU negotiations ended in June of this year, with the signing of the accession agreement scheduled for 9 December. All 27 EU states must then ratify the agreement. **Source: Croatian Times**

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Off Batam Island (Indonesia) the **TAI AN KOU** seen loaded with the brand new **JB-117**, the **TAI AN KOU** will deliver the **JB-117** in Rotterdam, at present the ETA in Rotterdam is 18-12 – Photo : Leo van Utrecht ©

NORWIND INSTALLER AND ULSTEIN TEAM UP FOR OFFSHORE WIND FOUNDATION INSTALLATION VESSEL

- Innovative DP foundation installation vessel developed for the offshore wind industry

Norwegian based **NorWind Installer** contracted the ULSTEIN Dutch design offices **Ulstein Sea of Solutions** and **Ulstein IDEA Equipment Solutions** as their design partners for a new foundation installation vessel for the offshore wind industry. The vessel is a customized version of the Deepwater Enabler design from ULSTEIN.

The DP vessel is designed for world-wide operations with a focus on pre-piling and jacket/tripod/transition piece installation for the offshore wind industry in North Europe. Different deck layouts, based upon NorWind Installer's

installation experience from Alpha Ventus, have been developed for the various installation modes on top of the generic vessel platform provided by ULSTEIN.

The approach for this design has been unique in the sense that NorWind Installer and ULSTEIN started this project by going through the ULSTEIN Accelerated Business Development process. Technical and operational options from both NorWind Installer and ULSTEIN were discussed in a transparent process resulting in the most viable option, which met

NorWind Installer's business model and requirements.

"We are pleased with the concept as it is definitely in line with our vision of combining state-of-the-art technical solutions with the speed and seakeeping capacity of DP vessels. It gives us the opportunity to provide our installation services all-year around in up to 2.5m Hs, as well as meeting our client's cost targets", states Thorbjørn Hansen, VP Product Development at NorWind Installer.

The vessel is designed aiming for maximum efficiency and cost effectiveness and features an 800t heave compensated offshore crane on starboard side, while a pre-piling template can be located on a support structure at the stern. The vessel can



carry four jackets, alternatively at least 24 piles or up to 12 transition pieces on the large open aft deck.

To enhance vessel operability, the anti-heeling system has been designed in such a way that the main crane can revolve over 180° with a full load in its main hook within 5 minutes, which is very favourable having a large jacket in the crane hook.

When operating in the pre-piling mode, the pre-piling template is positioned on the seabed by the main crane, in parallel a pile is picked up by a gantry crane, put in the upending frame on starboard side and upended. The main crane has been modified by ULSTEIN in such a way that it can first pick-up the piling hammer with its main hook and then connect to the upended pile with its auxiliary hook. When the hammer is working on driving the pile into the seabed, the next pile is upended by the upending frame and made ready for crane lift out.

The large aft deck and AHC crane provide flexibility for serving alternative subsea and offshore markets in the future, which is further increased by the two large holds suitable for carroussels located below main deck. A deck layout version of the vessel has also been developed for tidal turbine installations.

Voith Schneider propellers of 3,900 kW each will allow for a cruising speed of 13 knots and enhance the DP capabilities of the vessel. To minimize the environmental footprint an NOx reduction system is installed in the exhaust lines.

"After working closely with NorWind Installer in the ABD process, ULSTEIN started developing the integrated concept for mission equipment and vessel. This project shows the combined strength we can offer to support our clients in realizing their visions", says Edwin van Leeuwen, project manager at ULSTEIN.

Main dimensions of the vessel are:

Loa 160.3 m Draught (operational) 8.0 m

Lpp 145.5 m Service speed 13 kn

Beam (moulded) 32.0 m Installed power 6 x 4,680 kW

Depth (moulded) 12.6 m Main crane 800t (AHC)



The 2000 built **OCEANA** seen approaching the Valetta Cruise terminal in Malta - Photo : Gejtu Spiteri ©

China ports not ready to receive Vale's mega ships

Chinese ports are not yet ready to receive Vale's mega iron ore carriers due to a few "small issues" in handling the world's largest dry bulk vessels, an official with the National Development and Reform Commission said on Monday. Vale, the world's largest iron ore producer, is spending billions of dollars to build an unprecedented fleet of very large ore carriers (VLOCs) to transport the steel-making ingredient to China and other major consumers. The Brazilian mining firm has received at least three of the huge ships this year, sending them to Italy and Oman as it awaits the lifting of travel restrictions to its biggest market, China. "Chinese ports are not entirely ready for accepting Vale's carriers due to some facilities and technical issues," said Luo Ping, head of the transportation planning division at the NDRC's Institution of Comprehensive Transportation. Among the issues still unresolved is how the VLOCs will be safely guided into the ports. Vale can also submit applications for each mega ship to local maritime authorities, who will then decide on whether the ports can receive them or not, Luo said on the sidelines of an industry conference. Vale plans to operate as many as 35 VLOCs before the end of 2013, as it ramps up iron ore production to 469 million tonnes by 2015 from 308 million last year. China, which buys around two thirds of seaborne iron ore cargoes to feed the world's largest steel industry, will add 390 million tonnes of large-scale iron ore port capacity and build an extra 440 deepwater berths by 2015, the NDRC official said. **Source: Reuters**



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newsclippings may reach you irregularly

Delays in setting up construction terminal at Mumbai Port

The government yesterday admitted to delays in the construction of an offshore container terminal at the Mumbai Port due to problems with various contractors and the port authority. "There is some delay in the construction of an Offshore Container Terminal at the Mumbai Port due to a delay by the Build, Operate and Transfer operator, dredging contractor and Mumbai Port Trust," Minister of State for Shipping Mukul Roy informed the Lok Sabha yesterday. As per the Licence Agreement signed between the Mumbai Port and Indira Container Terminal, the date of commissioning of the berth was supposed to be December 2, 2010, which has now been rescheduled to December, 2012, Roy said. He said the Shipping Ministry and Mumbai Port Trust are monitoring the progress of work. "The Mumbai Port Trust has appointed an independent engineer for approval of designs, quality control and monitoring progress of the BOT operator," he added. A project management consultant has also been appointed for preparation of estimates, tenders and supervision of works for the Mumbai Port component, work on which is likely to be completed by December, 2012, he said. Meanwhile, the minister also informed the Lower House of Parliament that the Shipping Ministry has written to all coastal states, including Maharashtra, to identify and provide land for setting up new major ports, ship-building yards or composite port-cum-ship building yards. The response from the states is awaited, he said. He also informed the Lok Sabha that finalisation of the Port Regulatory Authority Bill will be done in consultation with various stakeholders, including all maritime states. **Source: PTI**



The Siva line bulker **SIVA EMERALD** seen outbound in Vancouver harbour nov 27th

Photo : Robert Etchell ©

Russia oil terminal Ust-Luga badly damaged

Russian safety watchdog Rostekhnadzor said the Baltic oil terminal Ust-Luga, due to be launched later this year, has sustained heavy damage from landslides that could cause a serious accident. Earlier this week Rostekhnadzor's head Nikolai Kutyin told Russia's Deputy Prime Minister Igor Sechin in a letter, seen by Reuters, that as of November 16 the port's quayside had been mauled by three big landslides of the shore into the sea. He said Rostekhnadzor saw a danger of "an accident while using this object with heavy economic and ecological consequences." However Viktor Olersky, the deputy transport minister, told Reuters that Ust-Luga was still on track to be commissioned next month. "I believe we will launch it in December," he said. A source close to the port said Sechin was due to chair a meeting to discuss the situation in Ust-Luga on Friday. The oil trading community is closely watching developments surrounding the outlet, which is designed to handle oil from the newly built Baltic Pipeline System (BTS-2) pipeline - a project envisaged to bypass transit countries. Delays to the launch of Ust-Luga have boosted bullish sentiment on the Russian Urals crude market this month and the grade from the world's largest oil producer is now enjoying its longest rally on record, also buoyed by fears of disruptions to Iranian supplies. Last week, the head of Russia's oil pipeline monopoly Transneft told reporters that Ust-Luga will load its first crude oil cargo on December 15-20. He said that the terminal

was expected to ship 20 million tonnes of crude in 2012, while last month a company spokesman said the shipments could total as little as 10 million tonnes. Trade and industry sources have already said possible infrastructure problems at Ust-Luga could delay its first crude loading, previously scheduled for November 30, for an undetermined period. Russia, the world's No. 2 oil exporter after Saudi Arabia, wants to bypass the countries that stand between its abundant oil and gas reserves and customers in Europe after arguing with both Ukraine and Belarus over transit terms in recent years. BTS-2 was first mooted after a transit dispute with Belarus in 2005-2006 and the link will tighten Kremlin control over energy supply routes, also giving it the option to divert flows from Ukraine. **Source: Reuters**

Sri Lanka to put a new ship for ferry service between Colombo and Tuticorin

Passenger ship for the ferry service between Colombo and Tuticorin port of India from next month as the service is presently suspended due to some business issues and for repairs. Sri Lankan Ports and Highway Ministry sources say that the new ship will be put into service in line with the agreement between India and Sri Lanka. Scotia Prince ship that was in service reportedly has some issues at the Colombo port and has some repair work to be done too, shipping sources say. Hence the bi-weekly service is currently suspended until further notice. Indian media reported that the vessel, which left for Colombo on November 18 have not returned to Tuticorin. However, an operator of the luxury liner has said that the services have been stopped only for the last week due to technical reasons and the service should resume this week. Flamingo liners of India operated the ship while Sri Lanka Shipping Corporation was the local agent. **Source : ColomboPage**



The **MAGNUM POWER** seen anchored at Singapore Jurong anchorage – **Photo : Piet Sinke ©**

MSC to expand container terminal at Le Havre

Shipping line MSC and cargo-handling operator **Terminaux de Normandie** (TN) are investing €160 million, (US\$212m), on a 50:50 basis through their joint-venture company TNMSC, in a new container terminal at the French

port of Le Havre, ifw-net reports. MSC currently uses the Normandy port's Bougainville quay, with its traffic handled by TNMSC.

Located in the western zone of Port 2000, the new TNMSC terminal will extend along 1,400 metres of quay and be equipped with four berths. The project has also attracted €270 million of public funding, which focuses on dredging the access channel to the port and building the quay. TNMSC's investment concerns the terminal's buildings and loading/unloading areas. Four gantry cranes will be transferred in from the Bougainville quay.

TNMSC General Manager Christian de Tinguy said the new hub marked a new stage of development for MSC in Le Havre. "It will enable MSC to have any kind of vessel in its fleet – including 14,000teu ships – calling at the same wharf whatever the time and tide." The first of the four berths at the new terminal is expected to open to traffic at the end of January, with the other three entering service by the end of 2012.

MSC, which currently employs 240 staff at the port, has indicated that with the terminal fully in service in 2013, it could increase its services at Le Havre to 12 weekly compared with seven currently. Two box terminals, equipped with five berths, are already in service at Port 2000. Two are operated by GMP, jointly-owned by DP World and CMA CGM, which is planning to add a third next year. The other terminal is operated by handling group Perrigault in association with AP Møller-Maersk. A port authority spokesman told IFW: "Following the completion of the TNMSC terminal, Port 2000 will be offering 10 berths and there is the possibility of adding a further two. These would be served by 4,200 metres of quay and offer an annual capacity of 4 million teu." **Source : PortNews**



The **KARIN RAMBOW** seen in Cape Town – **Photo : Ian Shiffman ©**

Wuhan to spend US\$8.33 billion on port development over five years

CENTRAL China river city Wuhan recently worked out a plan according to which the city will spend CNY53 billion (US\$8.33 billion) on port development in the 12th National Five-year Plan period from 2011 to 2015, Xinhua reports.

Wuhan plans to invest CNY86.1 billion on port development over the long term and eventually raise its container capacity to 2.6 million TEU, or 150 million tonnes in terms of tonnage. Wuhan now has 27 port areas and 502 berths. It is able to accommodate ships with capacity up to 70 million tonnes and can handle 92 million tonnes of cargo per year. A network of water, rail and road intermodal service has been formed at the port.

Wuhan plans to develop "one centre, three hubs, six bases", which refers to mid-Yangtze shipping centre, Yangtze river shipping hub, multi-modal transportation hub, port industry hub and bases for container shipping, shipbuilding, multimodal transportation, shipping technology and education, logistics and trade, and shipping information. Now in Wuhan, there are 87 shipping companies, 47 shipbuilding companies, 15 shipping institutes and nine colleges that train over 20,000 professionals for the industry every year. **Source : Schednet**

Maersk and OOIL cut Asia-Europe services

In a sign of further deterioration on the key Asia-Europe trades, two of the world's largest shipping lines, Maersk Line and Orient Overseas (International), have announced significant cuts in services. China's OOIL cut its capacity on the trade by 20% in the third quarter, a senior executive told the media at a shipping conference in Hong Kong on Friday.

According to a report in IFW's sister publication, Lloyd's List, Chairman Tung Chee Chen said the cuts were made because of "lower demand" and the impact on trade from the eurozone debt crisis. One loop from the Grand Alliance Asia-Europe service has been cut. The alliance will now operate three loops with 10 containerships on each. Grand Alliance members include OOIL box operator OOCL, Hapag-Lloyd and NYK. Maersk Line will merge its Icon service, which links the Far East and the Indian subcontinent to Northern Europe, with its Asia-Europe Daily Maersk network.

The line will create a dedicated feeder link between the Bangladeshi port of Chittagong and Tanjung Pelepas in Malaysia to provide access to the Daily Maersk service. Maersk said that the rationalisation would help in its efforts to establish a more balanced supply/demand scenario on the Far East to North Europe trade.

The moves by Maersk and OOIL come on the heels of similar steps taken by smaller container lines last week. As reported in IFW, MISC announced it would quit the liner business after losing \$789m in the past three years.

And troubled Israeli container carrier Zim is actively considering consolidation as a possible way out of its continuing financial difficulties. **Source : PortNews**



The **POSH VANTAGE** seen during the last rig-move of the Offshore Resolute offshore Chittagong, Bangladesh

Photo : Richard Qualm ©

Beijing backs HK as shipping hub

Despite the Pearl River Delta's declining role as the world's workshop, Beijing has underlined Hong Kong's status as a shipping hub, reported the South China Morning Post. It also wants Shenzhen to evolve into a global logistics hub.

Vice-Minister of Transport Xu Zuyuan, said Hong Kong would remain a vital international port, and Beijing was committed to supporting its development as a maritime centre under the five-year plan to 2015. Hong Kong and the mainland should increase collaboration in shipping and maritime activities, said Xu, who was in Hong Kong to attend the Asian Logistics and Maritime Conference. The ministry has also set out roles for Shenzhen and Guangzhou. "While consolidating Hong Kong's role as an international shipping centre, logistics and shipping services must be aggressively developed in the major ports of the Pearl River Delta, including Shenzhen and Guangzhou," it said on its website yesterday.

Shippers said the government was seeking to encourage the sector despite some industries leaving the delta because of rising costs. "The central government is telling everybody it has confidence in the Pearl River Delta. Despite factories closing down, factories in southern China have to deliver their goods through Hong Kong and Shenzhen," said Willy Lin Sun-mo, the chairman of the Hong Kong Shippers' Council. On Wednesday, the Shenzhen government published its five-year plan with an aim of making the city a global logistics hub. "This is the first time the government's plan explicitly stated the notion of Shenzhen becoming a premier national logistics services city," said Qu Jian, the deputy head of the China Development Institute, a think tank. The Shenzhen government wants the sector's value-added output to rise to US\$23.55 billion in 2015 from \$14.54 billion last year.

During the five-year plan period, Shenzhen would accelerate its partnership with Hong Kong in creating a joint international shipping hub and building an exchange in Qianhai, the Shenzhen Ports Association said on its website. An Asia-Pacific supply chain management centre and shipping services base would be built in Qianhai, a 15 sq km development zone in Shenzhen.

It would take time for Qianhai to develop into a logistics hub, said Lin. "The free-port status of Hong Kong will not apply to Qianhai. If Qianhai is to co-operate with Hong Kong, the government will have to change the laws for Qianhai." The exodus of factories from the delta has caused throughput in Hong Kong, the world's third busiest port, and Shenzhen, the fourth busiest, to lag behind Shanghai, the world's busiest port. In the first 10 months of this year, Shanghai's container throughput rose 10.3 per cent to 24.6 million TEUs while Shenzhen's fell 0.1 per cent to 18.8 million TEUs, according to government data.

"Shenzhen will never overtake Shanghai in throughput. In terms of throughput, Shenzhen and Hong Kong may reduce in future, but their value can increase a lot," said Anthony Wong, a former president of the Hong Kong Logistics Association. In the first 10 months of this year, Hong Kong's container throughput rose 3.6 per cent to 20.25 million TEUs. Export value rose 11.3 per cent in the same period, according to the government. "Hong Kong port is not just moving boxes. It has to be doing more high-value functions," Lin said. **Source : PortNews**

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Laid-up ships during the winter at Ambelakia Shipyards (Salamina Island, near Piraeus) on November 4th.
From left to right: '**Aeolos Kenteris**', '**Aeolos Kenteris II**', '**Ierapetra L.**', '**Aeolos Kenteris II**' and 'Panagia Parou'. Except the 'Ierapetra L.' (ANEK Lines) all ships belong to the Greek Nel Lines.

Photo : Bert Lamers (c)

Loss of Barfleur "has hit Poole hard"

**THE grave effects of the loss of the ferry Barfleur to Poole have been spelled out by Poole Harbour **

Commissioners. Giving his annual report at the year open evening, chief executive Jim Stewart pointed out a "real dip" in the number of ferry passengers from a high of 805,000 over a decade ago to 258,000 in 2010.

Brittany Ferries withdrawal of its Poole to Cherbourg ferry last year also led to a 10 per cent reduction in revenue, to £9million. It is disappointing, he said, The result of the loss of the Barfleur hit us quite hard. Passenger numbers for this year will be better, as a result of the ferry's return from February to October but the port will not know until January if the ferry will be back next year, after Brittany Ferries delayed its decision.

Brittany Ferries say it made a loss, despite numbers being better than expected, he said. We are hopeful it will still return it may well be for a much shorter period. He said: The golden days of the ferries are very much behind us. There are no more 15-year contracts with ferry companies. Now there is a one-year rolling contract.

Other parts of the business were doing well, with bulk cargoes up by 50 per cent and Poole supplying more than 90 per cent of the traffic of the three Dorset ports. Poole Harbour has always been a working harbour, said Richard Lacey, PHC chairman. Change is endemic, change is healthy. We need to diversify. The commissioners are over half way through a 20-week consultation on their draft Port Master Plan, which includes the proposal for a 900-berth marine centre with possible sites at Poole Yacht Club at Hamworthy or an extension to the Poole Quay Boat Haven.

Attracting small cruise ships to the port is another important proposal and Bill Gibbons, director of the Passenger Shipping Association, gave a presentation on this growing tourism business. **Source : bournemouthcho.**

Congestion at Chennai proves expensive turnoff

CHENNAI port is being plagued with congestion, prompting shippers to consider alternative transportation for their international goods from Kochi or Thoothukudi ports instead. A report by the Deccan Chronicle said port operations are being hampered by many problems, including road connectivity. It said the "congestion surcharge in the name of Chennai trade recovery (CTR) is the ultimate backbreaker for exporters and importers." Adding, "Chennai Port Trust (CPT) is likely to face huge financial losses as a lot of transactions head elsewhere."

The report said that the recently opened new bay at Zero Gate in Kasimedu to facilitate vehicular movement is not helping to ease congestion, and that "its claim that two terminals are congestion-free is not reflecting in CTR charge decrease." CPT deputy chairman P.C. Parida was quoted as saying: "We cannot do anything about CTR. Shipping lines are beyond our control. We can only persuade them not to levy it, especially when there is no clogging at the port now." "If we take action, such as restricting anchoring of ships levying CTR, the lines will go to other ports," he said.

The report noted that CPT handled a record 1.52 million TEU during 2010-11, which is 47 per cent of the cargo at the port. It said: "While it is presumed that the congestion surcharge imposed by shipping lines or feeder operators is based on the turnaround time for vessels, traders say they have not been explained." Mr G. Raghu Sankar of Southern India Chamber of Commerce and Industry was quoted as saying, "We are at the mercy of shipping lines. Levying surcharges for different reasons such as port congestion, CTR or container imbalance has become a practice."

The CTR surcharge has been in place since August this year. The shipping lines charged US\$75 per TEU in the beginning, then \$150 per TEU by mid-September and the fee was hiked to \$200 per TEU in October. The report added that Mr A.V. Vijayakumar, president of Chennai Customs House Clearance Agents Association, is demanding a transparent system of surcharges. **Source : Schednet**

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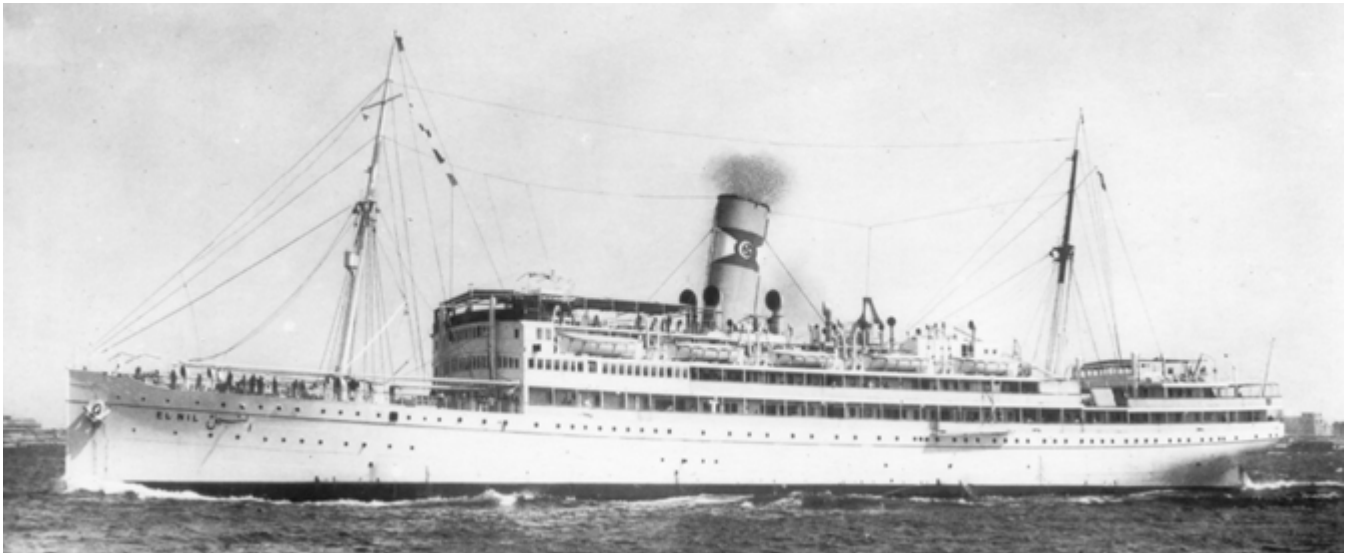
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OLDIE – FROM THE SHOEBOX



The Egyptian steamer **EL NIL** was originally built for Woermann Linie of Hamburg. She was laid down as the **MARIE WOERMANN**, but later the name changed in **WADAI**. The final construction was delayed till 1920, when she came in service as **WADAI**. Arrived in 1921 in Rotterdam and sold to Rotterdam Lloyd. After a conversion she left under Dutch registration Rotterdam as the **TJERIMAI**. She was laid up at Rotterdam between 1931 and 1933 and sold to Egypt and renamed **EL NIL** (see postcard photo above). During the WW II she was under UK management and served for Min. of War Transport. Laid up in Scotland during 1950/51, after which was sold to Pakistan and renamed in SAFINA-E-MURAD. But her fate came nearby, because she is demolished during 1953.

Photo: coll. Capt. Frank Haalmeijer (postcard).

.... PHOTO OF THE DAY



The **BRAEMAR** seen in Willemstad (Curacao)

Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)