



Number 335 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Thursday 01-12-2011**

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

An advertisement for Heerema Marine Contractors. It features a photograph of two workers in orange safety gear (hard hats and high-visibility clothing) looking out at a large offshore oil rig in the ocean. The rig has a crane and is labeled 'TUDALF'. In the top left corner is the Heerema logo, a red square with a white 'H' and the text 'MARINE CONTRACTORS' below it. At the bottom left, the text reads 'Working at Heerema Marine Contractors: The ultimate challenge'. At the bottom right, the website 'hmc.heerema.com' is listed.

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The OCEAN COSMOS seen anchored off Singapore – Photo : Piet Sinke ©

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore
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Above seen the 1959 built MLT flag and owned bunkering tanker **GOLDEN BAY** during breaking up at the Grand Harbour, Malta on Thursday 10th November, 2011. Vessel arrived in Malta in 2003 as **ELDAREN** after she was bought from Swedish Navy surplus of which later on that year she was acquired by Island Bunkers Ltd and renamed her **GOLDEN BAY**. On the 10th October 2006, while underway to Grand Harbour she ran aground off Marsascala and was pulled off the reef by tugs **PAWLINA** and **WENZINA** with the floating sheerlegs **SEAWOLF II** of which then towed her to Church Wharf at Cassar Ship Repair Yard for inquiry and since then she was laid up. She was built as the **BROTANK** and renamed **ELDAREN** on the 31st December 1981.

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

It's time for the U.S. to update maritime policy

When it comes to global trade, the nation's waterways and the sea lanes are in desperate need of rethinking. In the 1850s Abraham Lincoln represented a railroad in a dispute with a river steamboat company. He claimed railroads were necessary for economic growth and westward expansion.

Tony Munoz, editor of Maritime Executive Magazine, has explored this subject from a modern perspective. He reports that the U.S. merchant fleet, which had more than 2,000 vessels right after World War II, shrank from 1,065 to 576 in the two decades from 1959 to 1979. Foreign trade transported by U.S. ships went down from 10.2 percent to 4.4 percent during those years. Today, the Maritime Administration, part of the U.S. Department of Transportation, says the merchant fleet consists of 94 ships (50 container vessels, 23 roll-on-roll-off, nine dry bulk carriers, eight multi-purpose ships — including five heavy-lift ships — and four tankers). All of them were built overseas and they are on average 15 years old. The fleet employs nearly 3,800 mariners.

If the United States expects to recover after the present downturn, our policies ought to become a better fit for our exports going abroad and our consumption at home. Part of that means paying the freight bill for goods going out and recovering some of it on things coming in. This does not mean a new protectionism but a top to bottom review, reform and investment in our marine policy, one in line with the most modern and efficient ways of moving products, through better ports and more and better U.S. flagships at improved facilities. A number of major U.S. ports are today dredging and making way for the new mega-container ships expected to come across the Panama Canal from Asia, carrying 14,000 to 15,000 containers at a time. But once the new huge loads are delivered, how do the containers get from the docks to their intended destinations elsewhere? The idea of a hub-and-spoke distribution (like the way airlines move passengers and cargo) or marine superhighways has not been thought through well enough. Nor has running interference through new logistics, where time-savings has become a commodity in itself. The issue is no longer technical but conceptual and attitudinal. It's as if much of the United States has largely conceded the maritime industry, except for port administration, to non-U.S. operators. However, that does not make sense in terms of money. If the U.S. intends to keep its coasts — Atlantic, Pacific and Gulf of Mexico — operating, you would think we would have a national consciousness about our waters as a recreational, ecological and trade necessity. Abraham Lincoln defended the railroads over monopoly cargo traveling on boats. Today, it's plain to see he would take the other side.

Source: Naples Daily News



The **COMBI-DOCK I** seen moored in Hong Kong – Photo : Marco de Niet ©

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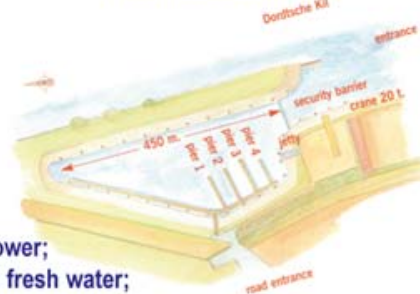
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The KNRM lifeboat **HARDER**, part of the reserve fleet at present, seen in IJmuiden – Photo : Hans Blomvliet ©

Pinoy sailors working in int'l shipping vessels to reach 400,000

Filipino seafarers working in various international shipping vessels are expected to reach 400,000 at the end of the year, the Philippines' envoy to London said but lamented of their continuous exposure to incessant kidnap-for-ransom activities by pirates off African waters, one of the world's major trading routes. Noting the threat that piracy poses to seafarers, ambassador Enrique Manalo called for greater global cooperation to stop lawless elements from hijacking vessels and the subsequent abduction of its crew, particularly in areas where it is prevalent such as in the Gulf of Aden, the Indian Ocean, and the Arabian Sea. "We enjoin all governments to contribute toward the international effort to combat piracy," Manalo told an International Maritime Organization (IMO) assembly in London as he encouraged other governments "to lend their support to anti-piracy efforts within their capacity." As a policy, the Philippine

government does not negotiate nor pay ransom to kidnappers, but gives ship owners the free hand in negotiating for the release of abducted Filipino sailors.

Shipping, which transports 90 percent of goods in global trade, employs about 1.2 million seafarers, the bulk of whom come from the Philippines. The Philippines is one of the world's leading supplier of ship crew or about a fifth of the world's seafarers, manning oil tankers, luxury liners, and passenger vessels worldwide, exposing them to piracy attacks. Piracy and ransom kidnappings of Filipino sailors by Somali pirates in the dangerous Somali waters, particularly in the Gulf of Aden, have long been a problem for the Philippine government as they lack the capacity to monitor their movements when at sea. Somali militants and other armed brigands have resorted to such criminal activities in recent years. Somali authorities are powerless over these groups as there is no existing central government in the African state. Since the United Nations withdrew in Somalia in March 1995 without restoring a functioning government, little progress has been made. While no clear solution is in sight to end piracy attacks, Manalo stressed the need for proper skills training and education for sailors before boarding vessels that will pass through African waters. In response to increasing attacks, Manalo said the Philippines has incorporated anti-piracy modules in the training of its seafarers and dispatched a naval liaison officer to Manama, Bahrain, the base of a multinational government maritime fleet, to coordinate actions of navies deploying military vessels to protect merchant shipping. To date, at least 20 Filipino sailors captured from various ships remain in the custody of pirates in Somalia.

Source: Tribune Online



Above seen the arrival of "[Sinterklaas](#)" and "[Zwarte Piet](#)" in a tropical Gladstone (32 degree C) onboard the tug [SMIT Awoonga](#). Photo : [Frederik Rutgers](#) ©



EU faces warship shortage for Somali piracy mission

The European Union is short of warships for its counter-piracy mission off Somalia and is unlikely to fill the gap until March given economic constraints, the top EU military officer said. Swedish General Hakan Syren, chairman of the EU Military Committee, said the shortage would be a "problem", without going into further details. An EU military official later played down the challenge, saying the shortfall would coincide with a period when pirate attacks normally declined and the bloc would be able to sustain the mission. Pirates operating from the Somali coast have raked in millions of dollars in ransoms from hijacking ships and a total of 243 hostages and 10 vessels are currently being held, according to figures from EU Navfor, the EU's anti-piracy task force. A report earlier this year estimated maritime piracy costs the global economy between \$7 billion and \$12 billion through higher shipping costs and ransom payments. Syren said the EU operation, codenamed Atalanta, had a normal minimum force requirement of four to six warships, depending on the time of the year, and this would not be met in the period from December until March. "The ... commander has a minimum level of both maritime patrol aircraft and ships; and during quite a limited time ... the number of ships is below the red line," he told a news conference after a meeting of defence chiefs of the 27 EU states. "It's a problem. I am telling you the facts and it is really a problem ... and we have faced this before," he said. Syren blamed the economic crisis, as well as fatigue from NATO's Libya operation, in which European NATO members maintained a seven-month sea mission to enforce a U.N. arms embargo up until the end of October. "I can imagine there are many different reasons for this, but one is of course economy - the budget cuts," Syren said. "The last year of course ... many countries with these kinds of assets ... felt insecure about the situation in the Mediterranean Sea connected to the Arabian Spring and the Libyan crisis. But primarily it's a question of resources." On the plus side, Syren said, an EU training mission intended to help improve security within Somalia was making progress, and was now training a third batch of almost 700 Somali soldiers. According to Navfor, 165 attempted attacks have taken place this year, with 24 actually resulting in the hijacking of a vessel. British Prime Minister David Cameron announced last month that British merchant ships sailing off the coast of Somalia would be able to carry armed guards to ward off pirate attacks, bringing it into line with many other countries. **Source: Reuters**



The TSHD **GEOPOTES 14** seen during dredging operations near the breakwaters near Hook van Holland

Photo : Bert Visser ©

Holyhead Towing Company Ltd. and OPUS MARINE GmbH join forces in offshore wind market

Holyhead Towing Company Ltd. (Holyhead) from Holyhead/Wales and **OPUS MARINE GmbH** (Opus) from Hamburg/Germany have announced the start-up of a joint venture company to further address the German offshore wind market. The new company will have its headquarters in Hamburg and trade under the already established name "WindFarmBase". With this step, Opus and WindFarmBase will significantly expand their fleet of dedicated offshore crew transfer vessels while for Holyhead, already a European market leader for shallow draft workboats, and crew transfer boats under the Turbine Transfers name, this cooperation is real move forward into the growing German

market. "It's a logical step and underlines our proven and reliable collaboration" says Bernhard Messer, MD of Opus. "We're really looking forward to our new company and to play an even more active role in the German wind market." WindFarmBase will own and operate a fleet of crew transfer and other dedicated offshore vessels. New vessel designs and proven ship concepts will unite under this new enterprise. "Between us, we are already active on most of the German wind farms", says Mark Meade, MD of Holyhead. "But we want to work more closely with Opus, we want to be part of a German company for the German market."



The **FREJA BALTIC** seen in Otago port – Photo : Ross Walker ©

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The **MAERSK GATESHEAD** seen in Cape Town – Photo : Ianm Shiffman ©

India: Sailing into rough waters

It's well known that shipping companies have been sailing in turbulent seas for some time now. Shipping Corp. of India Ltd (SCI) has posted a net loss for the third consecutive time in the quarter ended September. While SCI's net loss was about Rs. 6 crore each in the June and March quarters, it was a massive Rs. 140 crore in the September quarter. Of course, the huge difference is because of a notional forex loss to the tune of Rs. 126 crore included in the

interest expenses. This is why interest expense shows a dramatically sharp increase compared with the same period a year ago and the June quarter.

But clearly, these are not the best of the times for shipping companies operationally. Consider this: SCI's bulk business has posted a loss at the earnings before interest and tax (Ebit) level for the first time. Bulk business revenue accounted for 62% of the total revenue for the September quarter. About one-third of the revenue came from SCI's liner segment, which has also reported an Ebit loss. On the other hand, the Great Eastern Shipping Co. Ltd (GE Shipping) managed to report a consolidated net profit for the September quarter, which again was adversely affected on account of higher interest costs. But note that GE Shipping's offshore business has performed comparatively better than the shipping business and boosted the company's overall performance. While the operating environment remains weak, analysts maintain that GE Shipping is better placed than SCI. Why is that? A key reason is SCI's fleet expansion. The company had ordered vessels at relatively higher rates at the peak of the freight rate cycle. In the current scenario of weak freight rates, break-even of these vessels becomes challenging. On the other hand, "most of GE Shipping's capex is in the offshore segment, which is relatively stable compared with the shipping business. That's why, in the current environment, GE Shipping is less affected than SCI", said Siddhartha Khemka, analyst at Centrum Broking Pvt. Ltd. Analysts expect SCI to post a net loss for the current fiscal year. On the other hand, GE Shipping's offshore business is likely to offer a cushion for the company's overall financial performance in the days to come. So far this fiscal year, the GE Shipping stock has performed better than SCI. **Source: Live Mint**



Above seen the tugs **Norne** and **Isa** entering Sunderland towing **Barge UR 101** 24/11/11.

Photo : Derrick Johnson ©

**Due to travelling abroad this week the
newsclippings may reach you irregularly**

Deal urged on shipping emissions

Campaigners are seeking a global deal to reduce carbon emissions from the shipping sector

Campaigners and the shipping industry have joined forces to call for a global deal on emissions from the sector, which could include raising funds for poor countries to tackle climate change. Oxfam, WWF and the International Chamber of Shipping, which represents 80% of the world's merchant fleet, want negotiators at the latest round of UN climate talks to give industry body International Maritime Organisation (IMO) a clear signal to develop measures, such as a carbon levy on fuels, to help reduce emissions.

The organisations say any deal on shipping emissions should be global and reflect differences between rich and poor countries' responsibilities for cutting greenhouse gases. The deal could include developing a "compensation mechanism" through which a significant share of any revenue raised by a levy on fuels could be directed towards developing countries to help them deal with global warming. The money could be paid into the "green climate fund", which campaigners hope will be established at the UN talks in Durban over the next two weeks, to help poor countries cope with climate change and access clean technology. The organisations have different ideas on how the shipping emissions scheme might work, but are united in calling for a strong signal on a deal to come out of the Durban talks.

Samantha Smith, leader of WWF's global climate and energy initiative, said: "We are very pleased that the shipping industry acknowledges its responsibility to play its part in further reducing greenhouse gas emissions. "With around 3% of the world's total emissions, full participation of the shipping sector will help greatly towards keeping global warming below the 2C target agreed by governments. Putting a charge on carbon in the global shipping sector can have huge benefits in meeting our climate change objectives."

Tim Gore, Oxfam climate change policy adviser, said: "Industry and civil society actors agree that shipping emissions can be regulated in a way that is fair to developing countries and could help generate the resources they need to tackle climate change." The International Chamber of Shipping's secretary general Peter Hinchliffe welcomed "the recognition ... that it is in the best interests of both the environment and developing nations for shipping to be regulated via our industry regulator". The organisation wants compensation payments used to help developing countries adapt to climate change and cut emissions. **Source : belfasttelegraph**

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Disaster looming - Dead ship at Prampram to dump waste in sea



Residents of Kpoete, a community near Prampram in the Greater Accra Region are lamenting what they say is a possible dumping of oil into the sea there. Their complaint follows the docking of an old ship on the shores of the community for scrapping. The over 200-metre rusty ship sits at the beach and dangles as the sea waves hit against it.

This is the third time in less than two years that a ship like that has been brought to the shore for scrapping, Ivy Sates, a resident, told Joy News' Fiifi Koomson. She tells Joy News scrap contractors

purchase the ships and often dump tons of oil, asbestos and other waste materials into the sea during the cutting. As a result a large swathe of the sea area is covered with a thin sheet of oil a situation that makes living in the community very uncomfortable.

"Immediately they start cutting this ship all you smell are gas and iron fumes," she lamented. Although the Environmental Protection Agency (EPA) has been alerted, it has turned a blind eye, they told Joy News. At the time of our visit the huge steel frame was being readied for scrapping. The EPA's failure to deal with the situation means residents will continue to suffer the environmental hazards that come with the dumping of oil into the sea. Pieces of asbestos were found littering the shore. Ship parts are seen elsewhere stuck in the ocean floor and may never be cleared as they are too heavy to be lifted. Owners of the ship would not comment. **Source : myjoyonline**



The tug **ZIMBRU 4** seen moored in Constanta – Photo : Jan Plug ©

Sachana ship-breaking yard told to fold

The state's forest and environment department has ordered immediate closure of the three-decade-old Sachana ship-breaking yard in Jamnagar, saying it is a part of the Marine National Sanctuary and poses threat to the aquatic flora and fauna there.

Following a meeting on November 22 which was presided over by state forest minister Mangu Patel, the principal secretary of the forest and environment department sent a notice to his counterpart in the ports department. According to the notice (a copy is with The Indian Express), ship-breaking activity at Sachana port, which ensures an annual turnover of Rs 200 crore for the Gujarat Maritime Board and employs over 5,000 skilled and unskilled labourers, is illegal and harms Marine National Sanctuary spread over 456 square km in Gulf of Kutch near Jamnagar. The release of arsenic, mercury, asbestos and oil pose threat to aquatic fauna and flora, the notice says. Source : Indian Express

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Oops ! Sunday was not a good day for small craft in Durban. Pilot Boat "[Lufafa](#)" seen aground at south break water. Master lost his way in bad visibility on Sunday night. – Photo : [Willem Kruk](#) ©

NAVY NEWS



[P 840 Holland](#) (Royal Dutch Navy) is now proudly showing her permanent mast; replacing the piece of scaffolding pipe that was there before... [P 842 Friesland](#) is still a long way from completion. Photo : [Willem Kruit](#) ©

Too much ice for Bulava launch

The final test launch of the Bulava missile has been postponed to the summer of 2012. The reason is unfavorable ice conditions in the White Sea, according to military sources. The test launches will be resumed in June 2012, a military source says to ITAR-TASS.

Russia's first fourth-generation strategic submarine **"Yury Dolgoruky"** was planned to fire its first multiple launch today. The planned test would have been the fourth this year and the 18th overall. 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. In September, following the second successful test-launch of the Bulava intercontinental ballistic missile, Prime Minister Vladimir Putin announced that **"Yury Dolgoruky"** would be delivered to the Pacific Fleet by the end of year. It is reason to believe that the submarine will stay at Sevmash shipyard, where it was constructed, until test launches are conducted. 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. Source : BarentsObserver

Russia sends aircraft carrier to Lebanon, Syria



In December a vessel group led by the Northern Fleet's aircraft carrier **"Admiral Kuznetsov"** will sail to the Mediterranean and the Russian naval base of Tartus in Syria. The mission has nothing to do with the deadly violence in Syria between forces loyal to President Bashar Assad and the opposition, a naval spokesman told Izvestia.

- This was planned already in 2010 when there were no such events there. There has been active preparation and there is no need to cancel this, the spokesman said, adding that **"Admiral Kuznetsov"** will also visit Beirut, Genoa and Cyprus.

Russia and the West have become deeply split over the situation in Syria, with Moscow insisting that sanctions and pressure against the Assad regime is not the way to solve the crisis. **"Admiral Kuznetsov"** and the destroyer **"Admiral Chabanenko"** have just finished an exercise in the Barents Sea as part of the preparations for the mission. The Tartus base was established in Soviet times, and is occasionally used by Russian vessels today. Currently no Russian ship is based there although civilian and military personnel are present. The naval logistics support base in Syria is now part of the Black Sea Fleet.

"Admiral Kuznetsov" conducted a similar mission in 2008. The vessel then left Murmansk on December 5th only to return to Severomorsk three months later, after visiting ports in Turkey and Syria, BarentsObserver reported. Tartus was also visited by the Northern fleet's flag vessel, the nuclear cruise **"Pyotr Veliky"** in April 2010, on its way to a large-scaled Navy drill in the Indian Ocean. The Northern fleet destroyer **"Severomorsk"** visited the Syrian port of Tartus earlier this week on her way back to the north after termination of a anti-piracy mission in the Gulf of Aden.

According to ITAR-TASS, Commander-in-Chief of the Russian Navy Admiral Vladimir Vysotsky last week conducted a three-day working visit to the Northern Fleet, in order to check the readiness of the naval aircraft carrier group before the mission to southern waters. Source : BarentsObserver

India To Develop AIP Technology for Subs

Even as the Indian Navy has announced that it is floating a global tender to procure six air independent propulsion (AIP) submarines for \$11 billion, Indian Defence Minister A.K. Antony told the parliament Nov. 28 that the Defence Research and Development Organisation (DRDO) is developing such technology itself.


"The DRDO proposes to develop a technology to reduce vulnerability of the submarines available with the Indian Navy. The Naval Material Research Laboratory (NMRL), Ambernath, under the Defence Research and Development Organisation (DRDO), is progressing a technology demonstration project, 'Development of Land-based Prototype for Air Independent Propulsion (AIP),' for submarine propulsion," Antony told the parliament in a written reply, according to an Indian Defence Ministry statement. The system is likely to be demonstrated by 2015, adds the release. Last year,

the Defence Ministry cleared the plan to procure six conventional submarines with AIP technology, and the request for proposals is likely to be floated by the end of the year or early 2012.

In 2004, India contracted the licensed production of six Scorpene conventional submarines for about \$3.9 billion, but the production has been delayed by almost two years. Under the proposal, six submarines are to be procured, of which three are likely to be built at the state-owned Mazagon Docks in Mumbai; one built at the state-owned Hindustan Shipyard in Visakhapatnam, with the help of a foreign collaborator; and two purchased directly from the overseas vendor. The six submarines are being procured under the Navy's Project-75, and the subs will be equipped with stealth, land-attack capability and the ability to incorporate future technologies, such as AIP systems, to boost their operational capabilities. The RfP is likely to be issued to French company DCNS, Germany's HDW and Russia's Amur Design Bureau. **Source : defenseNews**

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Kvichak to build two boats for Crescent River Port Pilots



Kvichak Marine Industries, Seattle, Wash., has recently been awarded a contract to build two 50 ft x 15.5 ft pilot vessels for the Crescent River Port Pilots (CRPPA) of Louisiana. The Crescent River Port Pilots operate on the Mississippi River between Pilot Town and New Orleans, La.

Designed by Kvichak Marine, the all-aluminum vessels will be powered by twin Detroit Diesel 60 series engines rated for 600 BHP coupled to Twin Disc MG5114SC marine gears and

powering Hamilton 364 waterjets. This combination allows for excellent maneuverability and a top speed of about 32 knots. These vessels have a Wing Hybrid fendering system and a roof boarding platform specifically designed for the CRPPA. Delivery for the first vessel is scheduled for May 2012 and the second vessel in September 2012.

Additional vessel features include:

Overall length: 52.3 ft
Beam, overall: 15.5 ft
Draft (RFS): 2.3 ft
Fuel capacity: 500 gallons
Top speed: about 32 knots
Integrated navigation system
Northern Lights 9 kW generator

Climate controlled pilot house
2 crew and 4 passengers
Wing Hybrid fendering system
Source : MarineLog



The **TENAGA EMPAT** seen moored at the Keppel-Singmarine yard in Singapore – Photo : Piet Sinke ©

New Slovak coaster series for Germans

The first of a new series of versatile Slovak coastal vessels for German interests has been delivered by Danube shipyard Slovenské Lodenice Komarno (SLK). The 89.9m gearless single-decker **RMS Rotterdam** is the first of four new Amisia Class ships to go into service. The vessel is being followed by **RMS Berlin**, which has also already been completed by SLK. As of late November however the vessel's delivery downstream to Constanta on the Black Sea was being held up by low water.



Both of the ships have been chartered long-term to Rhénus subsidiary Rhein, Maas und See Schifffahrtsskontor (RMS) and are owned by Rhénus and Captain Hermann Lohmann of Lohmann Shipping, who designed the type with SLK.

The final two ships, **Santa Helena** and **Marten** are due for delivery up to April in the new year. Thorsten Mansveld, spokesman for H. Lohmann Bereederungen said they will be KG projects – funded and owned by investors. He said no lucrative charter deal had as yet been clinched for them. His company will handle the technical management of three of the newbuilds.

The **Amisia Class** ships are 12.8m wide and of 3,785 dwt drawing maximum 5.56m. Maximum loading volume (grain) is put at 4,750m³. They are each driven by a 1520kW MaK 8M20 main engine from Caterpillar of 1520kW and max 1,000 rpm and have shaft generators from Volvo Penta and CCP propellers from Schottel.

Auxiliary equipment includes two Diesel gensets type MAN D2866 LXE 22f kVA and a Cummins 95kVA emergency/harbour genset.

The new SLK ships can carry general and project cargo on the weather decks as well as grain and baled cargo in their single 57.85 x 10.2 x 8.15m box-shaped hold with three bulkheads **Source : The Motorship**

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The **PARTAWATI** seen enroute Rotterdam – Photo : Kees Torn ©

Marco Polo full year profit dips

Marine logistics firm **Marco Polo Marine** posted a 9% fall in net profit for its financial year 2011 despite revenue climbing 29%. The Singapore-listed firm recorded net profit of S\$17.3m (\$13.3m) in the year ended 30 September 2011 compared to S\$19.1m last year. Marco Polo achieved revenue of S\$83m compared to S\$64.3m a year ago.

"For the financial year ending 30 September 2012, the group expects its ship chartering results to be lifted from the group's newly set up offshore business which targets the promising oil and gas activities," said Sean Lee, chief executive director at Marco Polo. "A further pick-up in its ship building and repair results is also expected following the group's scheduled delivery of two additional units OSV by Q3 2012," he said. **Source: Seatrade-Asia**



The **ZIM SAO PAOLO** seen leaving the Jong fairway in Singapore and turning to the east whilst entering the Singapore straits - **Photo : Piet Sinke ©**

Cargotec wins a large contract for Siwertell ship unloaders from Morocco

Cargotec has recently won a significant order for two Siwertell ship unloaders to handle coal at Jorf Lasfar, on Morocco's Atlantic coast. The contract comes from the Jorf Lasfar Energy Company (JLEC) and includes repositioning two existing unloaders as well as installing the two new Siwertell units when they are delivered in 2013. The unloaders will suit a new jetty belt conveyor system with an increased travelling length at the Jorf Lasfar coal-fired power plant, which is undergoing major expansion. Each Siwertell type ST 940-DOB unit will have a coal-unloading capacity of 2,400t/h.

"Cargotec's Siwertell system is technically superior to the other systems offered: it is more efficient and environmental friendly," says Bertil Andersson, Sales Manager, Bulk Terminals. "Cargotec is the only provider of this kind of system with its performance proven by many references. In addition to technological advantages, Siwertell systems have a unique lightweight design offering weight-savings of more than 50 per cent in comparison with a corresponding bucket and chain type unloader". Cargotec has also just announced that its Siwertell Sulphur Safety System, known as the 4S has won the International Bulk Journal's Safety in Bulk Handling award. The system is designed to minimise the risk of explosions and detect fires when handling sulphur. One of the latest companies to benefit from this technology will be the Indian Farmers Fertiliser Cooperative Ltd (IFFCO), Paradeep Unit, which has ordered an enclosed screw-type unloader to discharge rock phosphate and sulphur. The new unit will be rated at a capacity of 1,800t/h and is planned for delivery in twelve months. The values of the Indian and the Moroccan contracts total approximately EUR 40 million. **Source: Cargotec**

India Receives Largest-Ever Container Ship

8,402 TEU, 1,092-foot **APL Italy** called on Port of Mundra last week. The largest container ship ever to call Indian shores arrived last week at the Port of Mundra, a deepwater cargo hub on the west coast.

The 1,092-foot **APL Italy** docked at the DP World-operated Mundra International Container Terminal on Nov. 24 to discharge about 1,250 import containers. Built in 2002, the Liberian-flag vessel has a nominal capacity of 8,402 20-foot equivalent units, according to MICT. "Arrival of such vessels is a milestone for Mundra International Container Terminal, which will boost export-import trade in and out of Gujarat and India as a whole," MICT said. Mundra, India's largest privately developed port currently has two container facilities, including the port-run Adani Mundra Container Terminal. **Source : The Journal of Commerce Online**



The **PT 25 COWNOSE RAY** seen patrolling the Jurong anchorage in Singapore – Photo : Piet Sinke ©



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The **ESHIPS SHAMAL** seen approaching the IJmuiden locks – Photo : Marcel Coster ©

Golden Ocean seeks buying opportunities

Shipper's CEO says it is still on the prowl for even-weaker prey

Investors have hammered it, a big customer has stopped paying and competitors are crowding the sea lanes, but Norwegian dry-bulk shipper Golden Ocean is still on the prowl for even-weaker prey, its chief executive said on Friday.

'We are totally opportunistic,' Golden Ocean chief executive Herman Billung told Reuters, outlining a determination to grow in the next 12 to 18 months when he thinks shipping spot rates and ship values will fall further and competitors will bail out. 'There could be forced consolidation,' he said. 'Some ship owners will hit the wall in the next year. In the wake will come some exciting opportunities - buying opportunities.' Mr Billung was unfazed by weak third-quarter results and a dividend freeze he announced on Nov 18. Golden Ocean's shares slid 8 per cent that day and have since tumbled another 13 per cent to trade near a two-year low at 3.64 crowns at 1612 GMT on Friday. Mr Billung said he did not blame investors for their lack of faith and their patience could be tested further. With a downward hand gesture, he said rates still faced 'some downside' while the market value of his Capesize and Panamax bulkers was likely to fall an additional '10, 15, maybe 20 per cent' as unneeded new vessels enter the trade.

Tanker companies, container ship operators and firms like Golden Ocean that carry iron ore, coal and other bulk materials have suffered as an armada of new ships ordered before the financial crisis hits the water amid global economic gloom. Earlier last week tanker company Frontline said it would restructure to stay afloat after rival General Maritime Corp filed for bankruptcy protection and Denmark's Torm said it was trying to reschedule debt. In January dry-bulk carrier Korea Line sought receivership, casting two vessels chartered from Golden Ocean into a weak spot market. Another client, Grand China Logistics, has stopped paying Golden Ocean's charter bills. 'We can tolerate quite a bit, assuming our counterparties make good on what they owe,' said Mr Billung, adding that solid backing from billionaire shareholder John Fredriksen made Golden Ocean 'unique' in the dry-bulk world. He said the influx of new vessels was already beginning to wane even as surging Chinese imports of ore and coal were boosting demand, boding well for a more balanced market in 2013. Golden Ocean, he said, had US\$130 million in cash at the end of the third quarter and will not run out even if falling asset values force it to add equity to balance its loan portfolios.

For 2012, he said, he has tied 70 to 80 per cent of his fleet to contracts 'significantly higher' than current spot rates. Asked what kind of assets he was looking for, Mr Billung said: 'My mind is completely open.' 'It would be fantastic if we could buy, let's say, a little fleet of ships,' he said. 'But it's totally dependent on price. If there is a single ship that looks very cheap, we'll buy that.' **Source : Reuters**



The **LARS MAERSK** seen enroute Rotterdam – **Photo : Kees Torn ©**

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MAASSTROOM LAUNCHED



On Tuesday 15th November 2011, the **Van Wijngaarden Marine Services** tug / workboat **"MAASSTROOM"** (Eurotug 2300) was transported from the manufacturing hall to the riverside, by using a heavy transport vehicle owned by **Mammoet Heavy Lifting & Transport** company from Schiedam.



By using of two local floating sheerlegs the hull was lifted from the trailer and put into the water of the river Merwede. On Thursday 17th November, after performing some necessary work, the **"MAASSTROOM"** was transported to Aalst, by using the pushertug **"Vliestroom"** for further outfitting.

Shipyard	: Neptune Shipyards B.V. - Aalst (The Netherlands)
Yardnumber	: NP 401
Construction sites	: Hardinxveld-G'dam + Aalst
Delivery	: Scheduled for the end of March 2012

Source : www.wijngaarden.com



Photo's : Van Wijngaarden Marine Services ©

Mitsui, other Asian lines surge as capacity cuts boost rate hopes

Mitsui OSK Lines Ltd, Japan's largest shipping line by market value, surged the most in a month in Tokyo trading on speculation container lines' capacity cuts may revive rates.

The company jumped 6.2 per cent to close at 240 yen. Nippon Yusen KK climbed 5 per cent and Kawasaki Kisen Kaisha Ltd rose 5.7 per cent. The three shipping lines, all based in Tokyo, may be able to raise cargo-boxes rates after AP Moeller-Maersk A/S, the world's largest container line, announced plans to merge services and MISC Bhd said it would stop operating cargo-box ships, said Ryota Himeno, an analyst at Mitsubishi UFJ Morgan Stanley Securities Co. Maersk and MISC are acting because global overcapacity has depressed rates and caused industrywide losses.

'Other lines may follow Maersk, which will benefit sales,' Mr Himeno said. MISC's withdrawal 'will also bring some side benefits to the Japanese lines,' he said. In Hong Kong, China Cosco Holdings Co, the nation's biggest container line, rose 4.6 per cent, while second-ranked China Shipping Container Lines Co climbed 8.7 per cent. Neptune Orient Lines Ltd gained 4 per cent to S\$1.045 in Singapore. Maersk plans to combine an India-Europe service with an Asia-Europe one from early February, the Copenhagen-based company said on Nov 25. The shipping line also plans to announce capacity cuts on the Asia-Europe routes, Tim Smith, the head of its north Asia operations, said last week.

MISC will stop operating container vessels by the end of June, it said last week. The Kuala Lumpur-based company, which predominately operates tankers, said it has lost US\$789 million in its container-shipping unit over the past three years. **Source : Bloomberg**

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Above seen the 2000 built BMU flag cruise liner **OCEANA** berthed at the Valletta Cruise Port, Grand Harbour, Malta for the first time during an extra call after avoiding uprising in Egypt on Monday 28th November, 2011.

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

OLDIE – FROM THE SHOEBOX



The Dutch **JOHAN VAN OLDENBARNEVELT** - Photo : Coll. Kees van Huisstede

.... PHOTO OF THE DAY



The **SCF AMUR** seen enroute Amsterdam – Photo : Simon Wolf ©

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