DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2011 – 338

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

Above seen the Normand Prosper moving the COSL Rival back in March this year from the Ekofisk to Judy for ConocoPhillips. Photo : Shaun Reid (c)

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EVENTS, INCIDENTS & OPERATIONS

The **NORMAN VOYAGER** arrived back in Le Havre in her new livery
Photo : philippe.p.brebant@sfr.fr ©

Newbuilding orders dry up, as ship owners brace for final month of the year

The newbuilding market has quieted down during the past few weeks, with last week not proving an exception to the general trend. In its latest weekly report, Clarksons Hellas said that the newbuilding market remains very quiet, with the only business to report being that of four x 5,200dwt MPP Vessels to the Dutch based owner, Clients of MK Shipping, at the **Bangladeshi Shipyard Western Marine.** "That being said though there does still remain demand from the Owners in both the conventional and more specialised sectors.

As we have mentioned previously, it is demand on the newly developed "eco" type vessels in both Dry and Wet, with improved fuel consumption, that we feel will be the major key to tempting owners to invest in ordering fresh tonnage and it will be interesting to see, as we progress into next year just how much the Yards need to rely on these more specialist sectors to fill their dry dock capacity; or alternatively if they are prepared to compete on the more conventional sectors; and if this is the case, then how low will they consider offering to owners to tempt them to invest fresh capital and fresh orders in the current uncertain financial climate? Of course the Korean yards (the main beneficiaries of this specialised sector largesse!) have the joy of offering a far more diverse range of products to their Chinese counterparts and it has been this diversity that has enabled them to have a relatively successful year in 2011 and it will be interesting to see whether they are able to carry this success through into 2012" concluded Clarksons.

In a separate report, Piraeus-based shipbroker Golden Destiny stated that the past week ended with 23 transactions reported worldwide in the secondhand and demolition market, down by 14.8% from previous week and down by 17.8 % from a similar week in 2010, when 28 transactions had been reported and secondhand ship purchasing activity was 64% lower than the ordering business. Currently, the highest activity has been recorded in the newbuilding market with 21 orders reported in the offshore business, while the volume of second hand activity is 38% lower than the newbuidling business said Golden Destiny.

The shipbroker went on to mention that "while reaching the end of November, the newbuilding activity seems to move on a quieter pace comparing on how the month started. Overall we had a 31% increase comparing to last week in the orders reported, with only the Special sector demonstrating its strength through the offshore business. Overall, the week closed with 21 fresh orders reported worldwide at a total deadweight of region 103,200 tons, while the activity is down by 58% from similar week's closing in 2010, when 50 vessels had been reported worldwide at a total deadweight of 2,871,652 tons. Bulk carriers and tankers were the active sectors back then, with bulkcarriers holding a 60% and tankers a 20% of the total ordering activity. The total amount invested for newbuilding units is difficult to be estimated as 19 of the 21 orders were contracted in private terms, however the sixteen orders contracted by Hornbeck Offshore at US yards is valued at $ 720 mil" said in the report.

Meanwhile, in the demolition market, the slide in the price levels offered in the Indian subcontinent region persists with the Bangladesh ban on the import of ships for scrapping leaving limited opportunities for a prompt spike by the main demo countries. According to Golden Destiny, "the death of one more worker at a Prime Group scrap yard located in Sitakunda part of Chittagong, the 16th worker to have died at the scrap yards of the major shiprecycling nation since September 17th, does not alleviate the recent situation and adds further pressure for a Bangladeshi return in the demolition scene during December. The demolition activity in India and Pakistan is on the downside, while China is struggling to win some units at levels offered lower than $400/ldt. This week, one small asphalt tanker with 2,066ldt has been headed in North China at $384/ldt, M/T "**BLACK JADE"** with one more deal to follow from the same owners, M/T "**BLACK PEARL**" of 2,262 ldt on the conclusion of the first sale. The week ended with 10 vessels reported to have been headed to the scrap yards of total deadweight of just 377,425 tons. In terms of the reported number of transactions, the demolition activity has been marked with a 100% week-on-week increase and regarding the total deadweight sent for scrap there has been a 152, 37 % increase. In terms of scrap rates, the highest scrap rate has been achieved this week in the tanker sector by Pakistan for a tanker of 136,055 dwt "**FRONT DELTA**" with 23,190/ldt at $520/ldt. India attracted 50% and China followed with 30% of the total demolition activity. At a similar week in 2010, demolition activity was at same levels with the current levels, in terms of the reported number of transactions, 10 vessels had been reported for scrap of total deadweight 316,905 tons with scrapping activity in the tanker and general cargo being most popular" concluded Golden Destiny. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

The **CRYSTALWATER** seen leaving the Ijmuiden locks – **Photo : Hans Blomvliet ©**

The **BBC GDANSK** seen off Portsea inbound to Melbourne 2-12-2011
Photo : Andrew Mackinnon – www.aquamanships.com ©

New environmental marine regulations to impact shipping in 2012

August of next year will see some major changes for marine navigation. It's when the North American ECA will come into force, introducing a 1% sulphur restriction, in line with the Baltic and North Sea Emission Control Areas (ECAs). According to London-based shipbrokers Gibson, this change is expected to have a significant impact on shipping. “The sulphur level in all ECAs is due to be further reduced to a 0.1% sulphur fuel limit from January 2015, which again is likely to have a major impact. Beyond this, the next major issue is the proposed IMO legislation shifting all bunkers to less than 0.5% sulphur, due to be introduced globally in 2020. However, it is highly unlikely that there will be sufficient availability of low sulphur fuel oil to meet this requirement by 2020 and the IMOs review process planned for 2018 is almost certain to delay the introduction of this low sulphur requirement until 2025.

At this time the reduction could leave owners with the decision to effectively rule out the use of all residual fuel, switching to low sulphur fuels such as distillate (with even LNG being discussed). However, the use of new technologies like scrubbers to meet the strict sulphur regulations may offer an alternative, although pilot projects suggest that current solutions may not yet be commercially viable. Nonetheless, with low sulphur prices as much as $80/tonne above high sulphur earlier this year, there could be a strong economic incentive to push these new technologies forward. Whilst there is huge uncertainty surrounding the scale of impact on shipping, it appears the only certainty is that this issue is not going to go away" said Gibson in its latest weekly report. It's worth noting that when the IMO (MARPOL Annex VI) capped today's level of allowed sulphur content in marine fuels at 4.5% in 2005, the impact on bunker fuel availability was limited as few cases of heavy fuel oil (HFO) exceeded this sulphur cap. Gibson also mentioned that "following political pressure to further reduce sulphur emissions from shipping, a new set of sulphur requirements within MARPOL Annex VI are going to be implemented through the timetable outlined below. The next step will be introduced on 1st January 2012, when the global sulphur cap will be reduced to 3.5%. Whilst this may cause some tightness in availability at Fujairah and some Far East locations, it again appears manageable and likely to have only a limited impact" said Gibson. In market news this week, the shipbroker's report noted that "just as VLCC Owners in the Middle East Gulf had believed that they had handcuffed Charterers to the high WS 60's East - and perhaps could pull them even higher, a short gap in the cargo flow quickly translated into nervousness, and rates fell by up to 10 worldscale points to end the week as low as WS 58.5 East and WS 38 West. That just about wraps up the First half December programme, so owners will have to hope that the total monthly volumes get close to those of November, which would then lead to the necessary tightness for another rebound/spike" said Gibson.

It went to mention that "Suezmaxes saw some extra potential interest as Charterers investigated splitting VLCC stems, but the softening in that sector pulled that plug, and levels couldn't move much above 130,000 by WS 85 East and WS 52.5 West. Aframaxes got a bit busier, and rates moved up to around 80,000 by WS 117.5 accordingly. Higher levels aren't looking likely, but there should be enough to keep things steady over the near term. Suezmaxes in West Africa did, initially, enjoy reasonable pre-Thanksgiving attention, but yet again, Owners failed miserably to glean any advantage. Rates ticked over in the low/mid WS 70's for all destinations, and although one early position did post a WS 80+ level, that was not achievable on the more populous forward dates. VLCCs relied upon Eastern movements for any employment, and found just enough to keep rates stable at WS 60/62.5 East with around USD 3.8 mill the mark for West Coast India. The Caribbean became necessarily compromised by the U.S. holiday, but had previously maintained last weeks' gain to 70,000 by WS 122.5 upcoast, though the extended break is likely to re-set things a little lower for the start of the next campaign. VLCCs generally kept steady, but there were signs of just a little slippage with USD 3.95 m reported for a Caribbean/Singapore run late-week. No free-fall likely, however. A very non-descript scene in the Mediterranean for aframaxes. Not enough enquiry to tighten the rope, and rates stayed soggy at down to 80,000 by WS 82.5 cross-Mediterranean all week, with another soft period likely. Suezmaxes also couldn't muster sufficient ammunition to blast their way out of their box, and rates moved little better than 135,000 by WS 72.5 from the Black Sea with even a spell of bad weather failing to have a positive impact. Little early rate change likely" concluded the shipbroker. **Source : Nikos Roussanoglou, Hellenic Shipping News Worldwide**

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Above and below seen the **ENSCO 85** lift on operation aboard the 2011 built semi-submersible heavy lift ship **XIANG RUI KOU** at St. Paul's Bay, Malta few minutes before operation was aborted due to support leg damage on Thursday 24th November, 2011. The rig was towed back to its previous berth at Malta Shipbuilding Quay Wall 5 and at no point was there any emergency or pollution threat. **Photo's : Cpt. Lawrence Dalli - www.maltashipphotos.com ©**

The newbuilding **SVITZER ALBATROSS** seen moored at the **ASL yard** in Singapore - **Photo : Piet Sinke ©**

Rotterdam beloont duurzame binnenvaartschepen

In 2012 krijgen binnenvaartschepen met een **Green Award certificaat** in Rotterdam 15 procent korting op het binnenhavengeld. Schepen die heel weinig NOx en fijn stof uitstoten kunnen zelfs een korting tegemoet zien van 30 procent. **Green Award** is een stichting die schepen certificeert die extra hebben geïnvesteerd in de kwaliteit en duurzaamheid van schip en bemanning. Het Havenbedrijf hielp vorig jaar een Green Award certificaat specifiek voor de binnenvaart te ontwikkelen. Inmiddels varen al meer dan 50 schepen rond met dit keurmerk (www.greenaward.org).

Schepen met voortstuwingsmotoren die 60% schoner zijn dan de emissienorm voor de binnenvaart (CCR fase II) voorschrijft, komen in aanmerking voor de 30% korting.. Dit zijn schepen die LNG (Liquified Natural Gas) als brandstof gebruiken of een combinatie van roetfilter/katalysator gebruiken. Op 25 november werd het eerste LNG schip, de M.s. **Argonon**, gedoopt (www.deenshipping.com/argonon.htm).

Het ondersteunen van Green Award binnenvaart past in het beleid van het Havenbedrijf om duurzame scheepvaart te stimuleren. Bijna twintig jaar geleden stond het Havenbedrijf aan de basis van Green Award. Vorig jaar was het een van de initiatiefnemers voor de ontwikkeling van de Environmental Ship Index (www.wpci-esi.org), een ranglijst van schone zeeschepen. Op basis daarvan krijgen dit jaar de 25 schoonste zeeschepen die dit jaar in Rotterdam arriveren een reductie van gemiddeld vijf procent op het havengeld. De incentive van het Havenbedrijf is tot stand gekomen in overleg met de binnenvaartorganisaties **Source : Port of Rotterdam – Photo : Liam Veenstra**

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

Fairmount Alpine assists drifting vessel off Cuba

Fairmount Marine's powerful tug **Fairmount Alpine** played an important role by avoiding a shipping disaster on the coast of Cuba. The crew of the **Fairmount Alpine** managed to connect with the drifting cargo vessel off Cuba and managed to tow the distressed vessel into safe waters. The cargo vessel was reported drifting off Cuba with main engine trouble. **Fairmount Alpine** was asked to proceed full speed towards Cuba, to render assistance to the vessel that was drifting dangerously towards the northeastern Cuban coast. It was estimated that the vessel would hit the rocks of Punta Brava before the Fairmount Alpine was due to arrive. With a speed of close to 16 knots **Fairmount Alpine** arrived at the rendezvous position very fast and radio contact was established between the masters of Fairmount Alpine and of the drifting vessel. At that moment the vessel was very close to the Cuban coast already. The vessels crew finally managed to start the main engine with its broken crankshaft and on three of its six cylinders. Consequently the vessel was able to stay away from the coast. Shortly afterwards the Fairmount Alpine was in position to establish an emergency towing connection in order to keep the distressed vessel under control and to tow her towards Kingston, Jamaica. After a little over two and a half days of slow steaming Kingston was reached. With the assistance of two pilots and a Kingston harbor tug, the vessel was safely anchored at the Port Royal anchorage off Kingston. After the safe delivery on the inner anchorage, **Fairmount Alpine** was released from her duties. Fairmount Marine is a marine contractor for ocean towage and heavy lift transportation, headquartered in Rotterdam, the Netherlands. Fairmount's fleet of tugs consists of five modern super tugs of 205 tons bollard pull each, especially designed for long distance towing.

Nuclear icebreaker to the Gulf of Finland

The icebreaker "**50 Years of Victory**" will sail from its homeport in Murmansk on January 23 around the coast of Norway, Denmark and Sweden before it will start working in the waters between Russia, Finland and Estonia.

The icebreaker will work in the Gulf of Finland for 100 days, reports the St. Petersburg new-wire Fontanka. Last winter, the ice-conditions in and out of St. Petersburg were severe and many vessels got stuck in the ice. In mid-February, 58 vessels were waiting for ice-breaker assistance and it was decided to send the nuclear powered icebreaker **Vaigach** from Murmansk to assist the diesel-powered icebreakers outside St. Petersburg. This winter, the Russian Ministry of transport wants to be ahead of possible ice-problems, and has therefore signed the 300 million rubel (€7,2 million) worth contract with Rosatomflot to hire "**50 Years of Victory.**"

"50 Years of Victory" seen breaking the ice **- Photo : Beau Bisso ©**

The icebreaker is both the newest and largest of Russia's fleet of nuclear-powered icebreakers, the only civilian nuclear-powered vessels in the world. "**50 Years of Victory**" was put into service in 2007. **Source : BarentsObserver**

LAATSTE WENS HAVENPERSCLUB KYOTO GERESPECTEERD: ER KOMT EEN NIEUWE HAVENMAN

De **Stichting Havenman van het Jaar** heeft na de opheffing van de Rotterdamse havenpersclub **Kyoto**, in april van dit jaar, zich ten doel gesteld het verkiezen van een havenman/-vrouw voort te zetten. Daarmee wordt recht gedaan aan het laatste en unaniem genomen besluit van het bestuur en de leden van de voormalige persclub om deze traditie in stand te houden. Geheel volgens het tijdpad zoals Kyoto dat ook hanteerde, zal op korte termijn worden bekendgemaakt wie de winnaar is. Ook de traditie van uitreiking van de onderscheiding op de tweede maandagavond van het nieuwe jaar blijft gehandhaafd. De **Stichting Havenman van het Jaar** werd destijds opgericht als sponsorwervend orgaan van de havenpersclub Kyoto. Deze opzet bood de garantie dat de leden van Kyoto in volstrekte onafhankelijkheid hun keuze konden bepalen en konden beschikken over voldoende financiële middelen om de jaarlijkse uitreiking feestelijk te omlijsten. De fondsenwervende taak blijft gehandhaafd. Daarnaast is het vanaf dit jaar de Stichting Havenman van het Jaar die ook de verkiezing doet van de havenman. Het vier leden tellende bestuur, bestaande uit onafhankelijke journalisten, van de Stichting Havenman van het Jaar heeft om deze taak deskundig en onafhankelijk te kunnen uitvoeren een verkiezingscommissie samengesteld. Deze bestaat uit elf leden, te weten de drie laatst gekozen Havenmannen, drie vertegenwoordigers uit het ruime bestand van sponsoren, het Jong Haventalent van het Jaar en de vier bestuursleden van de Stichting. De namen van betrokkenen staan onderaan dit bericht. De statuten van de Stichting zijn onder deskundige inbreng van een notaris en een advocaat opnieuw opgesteld conform de huidige taken van sponsorwerving en verkiezing van een Havenman van het Jaar. Tevens is er een verkiezingsprotocol gemaakt met regelgeving die voorkomt dat persoonlijke en/of commerciële belangen van invloed kunnen zijn op de keuze van een Havenman van het Jaar. Het bestuur van de Stichting Havenman van het Jaar en de leden van de verkiezingscommissie hebben er het volste vertrouwen in dat met deze maatregelen het instituut van Havenman van het Jaar is veilig gesteld.

Bestuur:
Theo Jongedijk, voorzitter
Bram Oosterwijk, penningmeester
Gail van den Hanenberg, secretaris
Frank de Kruif, algemeen bestuurslid

Leden:
Marie-Louise Vlaming, Jong Haventalent 2010
Ronald Paul, Havenman van het Jaar 2010
Erik Hietbrink, Havenman van het Jaar 2009
Ben Vree, , Havenman van het Jaar 2008
Gijs Noordam, sponsor
Jan Rijsdijk, sponsor
Jacob van der Goot, sponsor

CASUALTY REPORTING

APL ZIRCON AGROUND OFF SHARJAH

The **APL ZIRCON** ran aground last Thursday whilst entering the port of Sharjah (UAE) as seen above, the vessel was refloated several hours later by local tugs and arrived safely in port - **Photo : Mavis ©**

A fire broke out aboard the Korean stern trawler **Dong San** in Cape Town Thursday night and was still burning Saturday monring. It appears that the fire started on the factory deck. **- Photo : Glenn Käsner ©**

It was reported that the **MAERSK GAIRLOCH** encountered an engine room fire on 01-12-2011 night whilst moored in Swanson Dock Port of Melbourne no further details given - **File photo : Andrew MacKinnon ©**

NAVY NEWS

Singapore's Sophisticated Submarine Commissioned

Singapore on Friday commissioned first of its most advanced pair of submarines more than two years after it was first launched in Sweden. **'RSS Archer'** with its submariners on board had undergone extensive sea trials in Sweden before sailing back to Singapore in August.

Defence Minister Ng Eng Hen declared the submarine a warship of the Republic of Singapore Navy at the Changi Naval Base. He said the **Archer-class** submarines, fitted with the air independent propulsion and advanced sonar systems, are stealthier than their predecessors, the ageing **Challenger**. The second **Archer-class** submarine, **RSS Swordsman,** is still in Sweden undergoing sea trials, media reports said. **Source : RTT Staff Writer**

The United States Coast Guard icebreaker **Thunder Bay** sails from Halifax after a courtesy call. It is heading to the Great Lakes to spend the winter keeping channels open between Lake Erie and Lake Michigan.
Photo : Mac Mackay (c)

Brazil boosts naval power to protect oil bonanza

The Brazilian submarine **S 30 TIPU – Photo : Marcelo Lopes (c)**

As it bids for great power status, Brazil is boosting its naval power in the South Atlantic with an ambitious submarine program to protect its huge deep-water oil reserves and project its growing influence. The emerging powerhouse already boasts Latin America's largest navy, but its aging fleet, including the **Sao Paulo** aircraft carrier -- formerly the French Navy's **Foch** -- nine British-built frigates and five coastal diesel-electric submarines, is in urgent need of modernization. "The fleet is currently inadequate to carry out its assigned missions" in the South Atlantic, an area Brasilia regards as of high strategic value, Nelson During, chief editor of Brazil's respected defense website DefesaNet, told AFP. Under the National Defense Strategy unveiled in 2008, the navy was tasked with developing a force to protect the country's huge "sub-salt" oil reserves, the Amazon river basin and its 7,491 kilometers (4,655 miles) of coastline.

The oil fields, located off Brazil's southeast Atlantic coast beneath kilometers of ocean and bedrock, could contain more than 100 billion barrels of high-quality recoverable oil, according to official estimates. In a speech to the Navy's top brass in June, President Dilma Rousseff stressed that the buildup, including the acquisition of the country's first nuclear-powered submarine, was a key "instrument of deterrence." Earlier this month admiral Luiz Umberto de Mendonca told a congressional panel that some $117 billion would be needed by 2030 to fund the buildup, including the acquisition of 20 conventional submarines, six nuclear-powered ones and the creation of a second fleet to be based on the northeastern coast.

But During said such plans were "totally unrealistic given the 26 percent cut in this year's 15 billion real ($8 billion dollar) defense budget," adding that the navy only gets a third of that. "We don't have the money and defense is not a priority in Congress," During added. "There is a feeling that we are a large country at peace with the world, with no external conflicts." Eric Wertheim, an analyst with the US Naval Institute in Annapolis, said that Brazil, with "a powerful economy and around 200 million people...must be able to defend its deep-water oil fields and protect the Amazon region.

"The country (must) also be ready for an unpredictable future that might include demands like escorting merchant ships that are vulnerable to piracy attacks on the other side of the world," Wertheim, who edits the Naval Institute Guide to Combat Fleets of the World, told AFP. The recent oil spill from a well operated by a US energy firm off Rio de Janeiro state "showed how unprepared the navy was to deal with such emergencies," he said.

The centerpiece of the naval buildup is the ProSub program, under which France is to supply four diesel-electric submarines and help develop the non-nuclear components of Brazil's first nuclear-powered fast attack submarine. Except for the first boat, expected to be ready around 2016, all submarines are being built, with French technology transfer, at the Itaguai naval base and shipyard near Rio. Brazil already has the uranium enrichment technology required for producing nuclear fuel and wants to use it to power the submarine. But During said that because of repeated delays, the $2.66 billion nuclear submarine was not expected to be completed before 2025.

In addition to its deterrence value, a nuclear sub would give Brazil "status" and add "credibility" to its ambition to become a permanent member of the UN Security Council, he added. Brazil also "intends to show the flag" in the South Atlantic, in view of its growing trade ties with African countries across the ocean, particularly former Portuguese colonies such as Angola, During said. Some Brazilian strategists argue that Brazil should become "the dominant naval power in the South Atlantic, without excluding others," he added. Last year, former defense minister Nelson Jobim raised eyebrows when he described any expanded NATO presence in the South Atlantic as "inappropriate," and some Brazilian lawmakers expressed concern when the United States decided to reactivate its Fourth Fleet in the area in 2008. But During dismissed those comments "as rhetoric for domestic consumption." **Source : AFP**

SHIPYARD NEWS

Above seen the 2007 NLD flag Damen-Bergum built Combi Freighter 3580 **BEAUMARIS** drydocked at **Palumbo Malta Shipyard Ltd** Dock no 5, Grand Harbour, Malta on Thursday 1st December, 2011.
Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com ©

Maran Gas Exercises Options with HHI for Two LNG Tankers

Maran Gas Maritime, the gas carrier arm of the Greece-based Angelicoussis Shipping Group, has agreed to exercise options with Hyundai Heavy Industries (HHI) for two more liquefied natural gas (LNG) carriers costing $200m each.
HHI will deliver the two carriers in December 2014 and April 2015. The deal will bring the total order to four 160,000-cbm LNG carriers, the South Korean ship builder will build for Maran. Maran had also ordered five similar-sized LNG carriers from another South Korean ship builder Daewoo Shipbuilding and Marine Engineering (DSME). after acquisition of nine new vessels, the Maran-managed LNG fleet is expected to increase to 14 LNG carriers by 2015. HHI however said that the new order for the pair of LNG carriers is under negotiation and has not been confirmed yet. The two South Korean shipyards, DSME and HHI, had previously signed a letter of intent (LoI) in June 2011 with Maran Gas to build eight gas carriers which includes an option for four additional vessels, which is expected cost $1.6bn. Maran is expected to place a similar order with HHI, which brings the total number of vessels to eight including options. Earlier in 2011 the company ordered two 164,000m³ LNG carriers at South Korea's Hyundai Samho Heavy Industries for $400m. The two vessels are scheduled to be delivered in December 2013 and April 2014. **Source: Ship Technology**

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The Canadian Coast Guard icebreaker **LOUIS S. St-LAURENT** in drydock in Halifax. It spent the summer in the Arctic and is being prepeared for winter work in the Gulf of St.Lawrence – **Photo : Mac Mackay ©**

ROUTE, PORTS & SERVICES

RG files for bankruptcy

RG Line, a Finnish company that operated ferries linking Vaasa in Finland with Umea in Sweden, has filed for bankruptcy protection. Efforts to solve its financial problems had failed, RG said in a statement. It had sought financial aid from the Vaasa's city government, which turned down the request. This led to yesterday's closure of the northernmost ferry service in the world. **RG Line** said earlier this month that it could cover operating expenses, but revenue streams were not strong enough to cover investment needs. It operated one vessel, the 1983-built ro-pax RG-1, which started life as Kahleberg under the East German flag and which RG acquired in 2004. But the ship needs a new main engine or replacement with more modern tonnage. The winters of 2009/10 and 2010/11 brought exceptionally thick ice, which also hurt RG's finances. Ferries have operated between the two cities since 1948. Vaasa and Umea have close links, partly because a quarter of the Finnish city's population speaks Swedish as mother tongue. In the late 1990s, about 1M passengers were transported by several vessels. But the abolition of duty-free sales in intra-EU travel in 1999 harmed the business. **RG LINE**, a Finnish company that operated ferries linking Vaasa in Finland with Umea in Sweden, has filed for bankruptcy protection. **Source: Fairplay**

The **RHL ASTRUM** seen outbound from the Singapore Pasir Panjang terminal – **Photo : Piet Sinke ©**

Le ferry du Havre part sur la ligne de Dunkerque pour un mois.

Photo : Fabien Montreuil (c)

Le **Norman Spirit** de LD Lines, vient de quitter le Havre mardi matin afin de renforcer les rotations entre Dunkerque et Douvres pour l'armement DFDS, du à l'arrêt de l'armement SeaFrance sur Calais. En Effet depuis le 15 novembre, les 4 ferries de SeaFrance restent à quai et DFDS (en partenariat avec LDA pour le projet de reprise de SeaFrance) a décidé de renforcer ses rotations pour combler le manque de capacité de transport sur le détroit. Le troisième armement présent sur le détroit, P&O Ferries, a également renforcé ses rotations entre Calais et Douvres. Le **Norman Spirit** a commencé ses rotations à Dunkerque jeudi matin après avoir fait des essais et des modifications de rampe d'embarquement. Long de 163.4 mètres et capable d'aller à 21 noeuds, ce navire affiche une capacité de 1850 passagers et 700 voitures (ou 110 camions). Quant à la ligne du Havre qui est resté jusqu'à jeudi sans ferry, nous avons retrouvé le Norman Voyager avec sa nouvelle livrée. Ce navire a été affrété pendant deux ans (entre octobre 2009 et octobre 2011) par la compagnie irlandaise Irish Ferries, qui l'a exploité sur la ligne Rosslare/Cherbourg après son dernier départ du Havre le 18 septembre 2009.

Il y a quelques jours, le **Norman Voyager** venait tout juste de regagner la flotte de LDA et avait été déployé sur l'autoroute de la mer entre Montoir et Gijon en Espagne. Le **Norman Voyager**, construit aux chantiers italiens Vinsentini, long de 187 mètres pour une largeur de 26 mètres, peut accueillir jusqu'à 800 passagers et dispose de 110 cabines ainsi que de sièges couchettes. Les 2250 mètres linéaires d'emplacements dédiés au fret lui permettent de charger près de 120 poids lourds. De retour au sein de la filiale de Louis Dreyfus Armateurs, le navire devrait prochainement abandonner le pavillon britannique pour être immatriculé en France, probablement début 2012.

Safe Bulkers, Inc. Announces a Two-Year Time Charter With a Forward Delivery Date in August of 2013 for a Kamsarmax

Safe Bulkers, Inc. announced that it has entered into a new period time charter for the **Pedhoulas Trader**, a 82,300 dwt Kamsarmax class vessel, for a duration of 23 to 25 months, with a forward delivery date in August of 2013, at a gross daily charter rate linked to the Baltic Panamax Index (BPI) plus a premium of 6.5%.
Dr. Loukas Barmparis, President of the Company, said: "This new two-year time charter increases our charter coverage for 2013 and onwards and strengthens our relationships with our charterers. At the same time we maintain exposure in the spot market which could prove beneficial in case of spot charter market appreciation after 2013." The Company is an international provider of marine drybulk transportation services, transporting bulk cargoes, particularly coal, grain and iron ore, along worldwide shipping routes for some of the world's largest users of marine drybulk transportation services. The Company's common stock is listed on the NYSE, where it trades under the symbol "SB." The Company's current fleet consists of 18 drybulk vessels, all built post-2003, and the Company has contracted to acquire nine additional drybulk newbuild vessels to be delivered at various times through 2014. **Source: Safe Bulkers, Inc.**

Above seen the docking of the vessel **Arabela** at Immingham 01/12/11 - **Photo : Peter Elsom ©**

Capesizer MV **E.R. Borneo** dwt 178978 Ton, seen getting her iron ore discharged in the Kaloothaven (Vlissingen) by 4 OVET floating cranes, cranes 11 and 10 discharged direct to the quay side and on SB side cranes 9 and 8 discharged into inland water lighter barges – **Photo : Johan van den Dorpel ©**

Shanghai set to handle over 30m TEUs in 2011

Shanghai expects its container throughput to reach 31.5 million TEUs this year, further cementing its position as the world's largest container port after it overtook Singapore in 2010. The city is boosting capacity as it bids to become a global shipping centre by 2020, reported Shanghai Daily. "Shanghai is estimated to achieve the target set in the beginning of this year, with year-on-year growth rate of about 8.4 percent," Yan Jun, vice-president of Shanghai International Port Group, said on the sidelines of a forum during the Marintec China 2011 show in Shanghai yesterday.
He said overcapacity and steep price cuts by shipping companies haven't affected the port's income and operation.
Yangshan Deep-water Port's container throughput will be around 13 million TEUs this year. In the first 10 months of this year, Shanghai handled 23.9 million TEUs, compared with Singapore's 23.56 million. Last year, Shanghai's container throughput was 29.05 million TEUs, with 10.1 million TEUs contributed by the Yangshan port. As long as inland trade volume continues to grow, Shanghai will be able to maintain stable growth over the next few years, and the city now has no plan to cut prices next year, Yan said. He added Shanghai's port infrastructure construction is in line with cargo demand, and the port will maintain a stable and healthy development. Shanghai will continue to enhance efficiency and better coordinate port and logistics facilities along the Yangtze River to turn the city into a modern transfer hub during the 12th Five-Year Plan period. Meanwhile, Shanghai will launch a pilot programme that

allows exporters to enjoy a tax refund as soon as their dry bulk goods and containers depart for Yangshan Deep-water Port from their home ports, a government official said. "The tax refund programme will be put into operation at the end of this year or the beginning of next year, and details will be announced very soon," said Dai Haibo, vice-head of Pudong New Area government. Exporters of dry bulk goods and containers departing from Qingdao and Wuhan that used the Yangshan port as a transfer hub will get their rebates as soon as their cargo has left the home ports. The Ministry of Finance and the Ministry of Transport support the pilot project and are coordinating with local government institutions, Dai said. Observers said the tax refund would boost Yangshan port's competitiveness against other Asian ports. **Source: Portnews**

The **DAVAKIS G** seen outbound from Rotterdam – **Photo : Ria Maat ©**

Ferry services about to be sold? Concern for jobs at Scandlines

Scandlines **KRONPRINS FREDERIK – Photo : Henk van der Lugt ©**

Terrible news for the 600 employees of Scandlines in Puttgarden on Fehmarn (In Ostholstein district): The German-Danish ferry company proposes a breakup and wants to sell large parts of its ferry business. According to NDR [North German Regional Broadcaster - fw] information it is planned to keep only the lines between Rostock and Gedser in Denmark and Puttgarden to Rødby Denmark. The shareholders, the financial investors, Allianz Capital Partners and 3i Group, have already started looking for buyers for the lines to Scandinavia and the Baltic. According to NDR's information the process is being run by the Swedish SEB Bank taking bids. Six parties have already shown an interest. The shipping company itself kept Mum yesterday. That's speculation, to which we don't comment, said CEO Søren Jensen Poulsgaard. Also, the Allianz's financial spokesman, Michael Matern, gave no comment. If it should really come to the sale, possibly from the roughly 2200 employees, only about 200 would remain in the company, announced on the radio station [NDR]. The Rostock facility would possibly even completely closed. 2010 the shipping company made around 175 MEURro profit. Scandlines Ferries currently operate nine routes between 13 ports in the entire Baltic region. Core business of the German-Danish shipping company is the transportation of persons and goods in the triangle between Germany, Denmark and Sweden as well as on routes to the Baltic States and Finland. Scandlines transported last year some 12.4 million passengers and 2.8 million passenger vehicles and 800 000 trucks.

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

MSC onderzoekt verhuizing uit Antwerpen

De Zwitserse rederij **MSC** onderzoekt of ze haar Noordwest-Europese containertrafieken, die nu schijnbaar volledig geconcentreerd zijn in Antwerpen, kan verhuizen naar andere Europese havens, meer bepaald Rotterdam of Le Havre. Voor de haven van Antwerpen zou dat een catastrofe betekenen. MSC - de tweede grootste en snelst groeiende containerrederij ter wereld - tekent immers voor 55 procent van de volledige containeroverslag van Antwerpen. Die bedroeg vorig jaar 8,4 miljoen teu (1 teu komt overeen met één 20-voet container).

Ook dit jaar stevent MSC in Antwerpen af op een overslag van 4,5 miljoen teu en verwacht wordt dat de Zwitsers ook de volgende jaren hun groeiparcours voortzetten. MSC wordt in Antwerpen in de watten gelegd. Zijn schepen krijgen vaak voorrang en als ze ergens tegenaan botsen wordt dat al eens door de vingers gezien. Maar die vipbehandeling volstaat niet meer. MSC heeft immers dringend extra overslagcapaciteit nodig. De eigen terminal aan het Delwaidedok, waar de MSC-schepen worden gelost en geladen, zit propvol en het wordt steeds moeilijker om er de megacontainerschepen met laadcapaciteit van 14.000 containers die MSC recent naar Antwerpen brengt, efficiënt te lossen en te laden. Bovendien moeten die mastodonten nog eens door de sluizen en dat zorgt voor vertraging en extra kosten. De komst van steeds grotere schepen maakt van de Berendrecht- en de Zandvlietsluis steeds meer een flessenhals. Ook de dure loodskosten om de Schelde op- en af te varen, stuiten MSC hoe langer hoe meer tegen de borst.

Het is dan ook normaal dat MSC voor groei naar andere havens kijkt, zeker omdat Rotterdam en Le Havre ‘avances’ hebben gemaakt om de Antwerpse MSC-trafieken naar hun havens te lokken. In Le Havre gaat volgend jaar een compleet nieuwe Port 2000 open. In Rotterdam gaat in 2013 de gigantische op zee gewonnen Tweede Maasvlakte van start. De hofmakerij van Rotterdam en Le Havre komt MSC goed uit om meer armslag te krijgen in Antwerpen. Het Antwerpse havenbestuur, verantwoordelijk voor het concessiebeheer in de haven, is alvast in actie geschoten. Achter de schermen wordt druk onderhandeld om MSC alle troeven te geven om in Antwerpen te groeien. MSC praat met het Singaporese containeroverslagbedrijf PSA om trafieken naar het (sluisvrije) Deurganckdok op Linkeroever te verhuizen. Daar beschikt PSA over een gigantische (zwaar onderbenutte) containerterminal. De keuze ligt voor de hand want beide groepen kennen elkaar. MSC baat al jaren met PSA de MSC-terminal aan het Delwaidedok uit. Bovendien smeekt

PSA - dat ook de Noordzee- en de Europa-terminal uitbaat - al jaren om een ‘grote vis’ aan het Deurganckdok, waar de capaciteit vorig jaar maar voor 12 procent was benut. Een forse tegenvaller voor een (overheids)investering van 645 miljoen euro.

The **MSC ANTWERP** seen enroute Antwerp – **Photo : www.tugspotters.com ©**

Welke constructie uit de bus komt, is onduidelijk. Maar het lijkt logisch dat MSC, behalve de behandeling van haar schepen, ook een belang wil in de huidige PSA Antwerp terminal. Dan moet wel de concessie-overeenkomst met PSA worden aangepast, maar dat zal het Havenbestuur met plezier doen. Waarschijnlijk moet MSC dan wel beloven om ook het Delwaidedok te blijven gebruiken, want een ‘vol Delwaidedok’ verhuizen naar een ‘onderbenut Deurganckdok’ heeft geen zin als er een ‘leeg Delwaidedok’ achterblijft. Het havenbestuur vindt in de huidige tijden van overcapaciteit aan containerterminals, vermoedelijk geen nieuwe containerklant die achter de sluizen wil. In de wandelgangen is te horen dat MSC ‘nooit uit Antwerpen zal weggaan’. Maar zelfs een verhuizing van een deel of de helft van de MSC-trafiek naar Rotterdam, Le Havre of Noord-Duitsland, zou voor Antwerpen al een financiële ramp betekenen. **Source : tijd.be**

Port of Rotterdam: Discount on port dues third year in a row

The port dues in Rotterdam next year will, by and large, stay the same as this year. This has been agreed by Deltalinqs (the Rotterdam business association for port and industrial companies), the Port of Rotterdam Authority and the VRC (Association of Rotterdam Shipbrokers and Agents). Inflation is always the starting point of the market consultation regarding rates. In 2012, this increase will be subject to a one-off compensation and furthermore, because of the uncertain economic tide, a discount of 3% will apply to most cargo, just like last year. What is also striking about the agreement is that transhipment of containers (sea-sea transhipment), and especially feeders, will be stimulated financially with a considerable discount and that clean inland shipping will also receive discounts.

Hans Smits, CEO of the Port Authority: ‘In addition to the Port Authority's considerable investments in the port area, we are continuing the discount in order to stimulate volumes. The crisis discount in 2010 and the recovery reduction in 2011 have worked well for Rotterdam. I expect that this discount will have the same effect in 2012.’

Wim van Sluis, Chairman of Deltalinqs: ‘In addition to the rate freeze, it is important that we have agreed to closely monitor market developments. Should significant decline occur in one of the market segments during the year, we will come to the table again to discuss the rates. I foresee that Rotterdam will increase its market share with these rates.’

Piet Hoogerwaard, Chairman of the VRC: ‘The outcome shows that the Port Authority has an eye for the difficult situation in which different sectors find themselves. Rotterdam is responding to the current situation. That is a good sign for the shipping companies.’

Transhipment discount

The starting point of the market consultation is that the rates keep pace with inflation. This means that the rates will increase in 2012 by 1.3%. In 2012, this rate increase will be compensated by a one-off discount of 1.3% for all sectors. On top of this, the one-off discount of 3% that applied to all commodities in 2011 will be continued. For containers, this discount is expressed in optimising the rate structure by introducing a transhipment discount. This also replaces the existing arrangement in which there is a maximum of port dues per call for deep-sea container vessels.

For the transfer of a transhipment container, the deep-sea shipping company receives a discount of €1 per TEU and the feeder shipping company a discount of €1.50 per TEU. This amounts to an average discount of 12% on the net port dues on transhipment containers for deep-sea, and 32% on the net port dues on transhipment containers for feeders. With this, the development of Rotterdam as a transit port for container cargo by sea from or to areas in Northwest Europe and the Baltic Sea area will be stimulated.

For other general cargo (2% of the total throughput) some specific agreements have been made. This has resulted in an optimised rate structure for other general cargo as well. For administrative reasons, this optimisation will not take effect until 1 July 2012. In addition, the parties agreed that the Administration Charges, currently paid by vessel operators to the VRC, will be incorporated in the port dues by applying a rise of 0.35%. The Port Authority will transfer this income to Deltalinqs. This will reduce administrative inconvenience to companies. The VRC and Deltalinqs use these revenues for representing interests and for social objectives for seamen in the port. For the first time, Deltalinqs, the VRC and the Port Authority have agreed to keep open the possibility that rates are adjusted during the year. This could occur if there is an issue of serious decrease in one of the sectors (liquid bulk, dry bulk, containers, break bulk).

Inland port dues

As far as port dues for inland shipping are concerned, it has been agreed that clean vessels will receive a discount and the most polluting vessels will pay more. Inland vessels that do not comply with the CCNR2 emission requirements will pay 10% extra. Vessels complying with the CCNR2 requirements and that avail over a Green Award certificate will receive a 15% discount. Vessels which, in relation to CCNR2, emit at least 60% fewer fine particles and nitrogen will receive a 30% discount on port dues. This reduction of 30% is mainly intended as a signal to the sector that investing in sustainability is attractive.

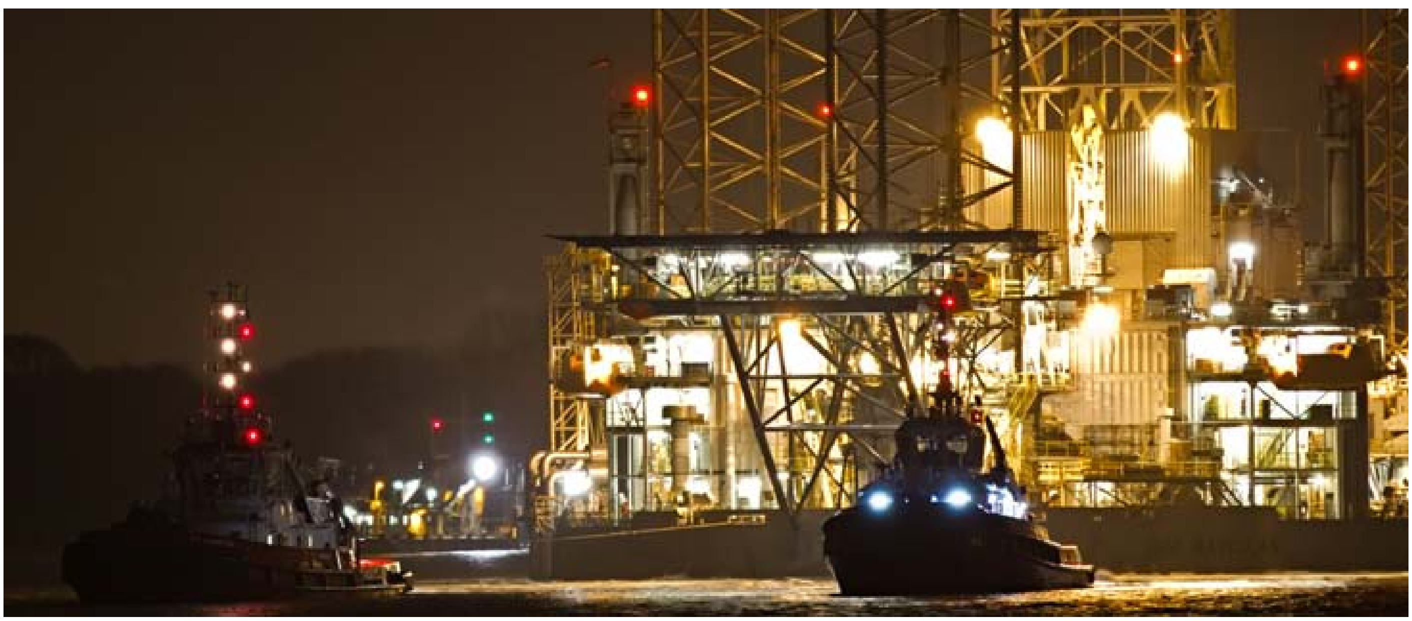
Market consultation

The rate adjustment was agreed following intensive discussion with the market parties, coordinated by Deltalinqs, and applies to the sea ports of Rotterdam, Schiedam, Vlaardingen, Maassluis, Dordrecht and Moerdijk. The Port Authority and Deltalinqs have a covenant regarding the way in which the level of the sea port dues is determined annually. Through structured market consultation, the sector is satisfying government wishes for self-regulation of rates.

Port dues

Port dues are one of the Port Authority's income items and are charged to the shipping companies that visit Rotterdam. In 2010, the Port Authority received €275 million in sea port dues and €13 million in inland port dues. At €250 million, the other large source of income for the Port Authority is yields from contracts (letting and ground rent of sites). **Source: Port of Rotterdam**

…. PHOTO OF THE DAY …..



Last week the Jack Up **GSF Magellan** was shifted from **Keppel Verolme** in Rotterdam Botlek to the Europoort were the Jack up will be loaded onboard the **TALISMAN** of Dockwise, the shifting was granted to **KOTUG** which used the **SD Stingray** and **RT Champion** for the job, in addition the tugs **Smit Schelde** and **Smit Seine** were hired in
Photo : Marijn van Hoorn ©